WHERU NEEDS YOUR SUPPORT

The SGA is presently budgeting for the upcoming year and a question has been raised as to whether it is going to be enough money to support all branches of the SGA.

The question was brought about mainly by the fact that WHERU, the University radio station, is incurring to go F.M. and stereo within the next year.

The capital outlay for the up-grade will be approximately $8,000 due to the fact that the station, like all University organizations, can not be bought.

The station will be able to tune in WHERU and bear up-to-date training for mass media courses.

Another type of program will be interviews with employees of various radio stations and organizations which could provide valuable inside information on their practices or what the hiring people look for in a new program.

The purpose of going F.M. is to enable the radio station to extend its service to a larger proportion of the student body and also to give the surrounding community some idea of what Embry-Riddle is all about.

WHERU is the only Student Service Fee program that has not yet been charged.

This issue you are the student, the University is the bank, the SGA is the loan officer. You must purchase vehicle license plates immediately if you become employed in the state, 2391 children in school, or 31 claim homestead exemption. The cost of the motorable plates is graduated upward according to the car’s weight. Plates are good for one year. They expire at midnight on your birth date. A $1.19 - to $6.00.

THANKS GO OUT TO THE LARGE RESPONSE TO LAST WEEK’S TRIVIA QUESTION. The winner of last week’s Trivia question was Bill Perry. The Wawasee winner received the World’s Hardest Mining Shop.

REGISTRATION Registration for “B” term will take place on June 27 in the Union at the Vegetable License Plate. Registration is $8.00 per term and takes place from 8:00 a.m. until 5:00 p.m. for students who wish to register in advance.

The cost of going F.M. necessitated re-thinking on the feasibility of credit being offered.

Although the University, in Melbourne, Australia, has found its $2.08 million radio station project to be economically feasible, the SGA is still in the process of finding out the possibility of credit being offered.

The SGA has taken steps to make sure a major decision would not be made without the opinion of you, the student. Your input is welcomed and requested. Take out the question block below and on it indicate your response and include any comments you may deem valid.

WHADDYA MEAN "MY U.C.?"

By Bill Dave

At last the end of all of this debate as to the discontinuance of our $20 per term student service fee and you know that $15 of our money goes to pay off the $2,000 million asking fund for the retirement of a bond issue originated for the construction of the University Center. Perhaps this might mean that we are, in fact, financing a multi-million dollar profit-producing project without receiving a proportionate share of the derived capital benefits. Certainly it is nice to sit in the U.C. and sip a cup of coffee between classes, but how many students would want this privilege if they knew they were paying more than $500 for it over an average twelve trimester enrollment?

The only explanation of the Student Service Fee offered in E-R’s 1974—80 General Catalog is that it covers $20 per term. The question entered into a better understanding of the fee through the suggestion that the fee is for a service the University provides the student community.

The question also asks as to what will happen to this fee when the bond issue is finally retired. Profits should bring more than the cover operating costs, thereby creating a self-perpetuating operating fund and eliminating the need for this fee. Perhaps profits could then be used directly for student services. This could be the University’s intent, but unfortunately those financing the project are left in the dark on this matter.

The concern of the bond issue gave the University access of money to be used for construction of the U.C. in return for a promise of repayment (by the student body) plus interest. Perhaps the student body is now assuming the obligation should be used in a more efficient manner, and, some have suggested, for a non-profit organization.

Unfortunately there will be some reason to why this can not be done. The student body is now assuming the obligation should be used in a more efficient manner, and, some have suggested, for a non-profit organization.

No, the student body is now assuming the obligation should be used in a more efficient manner, and, some have suggested, for a non-profit organization.

The U.C. is a tremendous asset to both the students and the University. However, we who are paying for it, let’s use it, support it and treat it properly.

Student Service Fee

Chairman of the Appropriations Committee, Student Senate, prior to the meeting of the Student Senate, previously stated, “It is a general principle that the student body should be charged for a service that is not to be obtained except through a non-profit organization.”

The fees are for a service the student body has a right to demand, use and receive. The above principle is the only way of obtaining the benefit of a service, which otherwise would cost the student body a great deal of money.

About $700,000 annually will go into the making of such a service. The student service fee amount of money is $657,000. Therefore, there are three years down the road, our obligation to pay for the U.C. will have been met.

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In order to provide Embry-Riddle students, faculty, and staff with up-to-date information regarding the University's growth and development, the AVION will publish questions and answers related to E-RAU operations and planned events. If you have a question, you may present it in person at the University Center Common Purpose Room near the main switchboard, on ANY TUESDAY OR THURSDAY FROM 11:45 A.M. TO 1:15 P.M. Embry-Riddle Management and Development representatives will be on hand during these times for personal discussion. Or write to us in: Marketing and Development, in the Administration Building, any Monday through Friday, 8 a.m. to 5 p.m., and look for calls extending 394.341, or 325 to arrange an appointment. (Editor's note: Responses to various questions generated by the recent student survey have not appeared until now due to time and space limitations. The following six comments were submitted to Dr. William Motiel, E-RAU Vice President, Academic Affairs.)

Q: How many years be necessary at present in order to provide more time for instructors and more classroom space?

A: "Embry-Riddle is a very young university. We pride ourselves in the maximum utilization of our facilities. We areexpanding our facilities as our resources and management planning will permit."

Q: We need a better library, one with longer hours.

A: "We feel that we have an excellent library staff and an active collection of relevant, timely materials to support our students. We have experimented with longer hours but find that very few students take advantage of them. Please let E-RAU Media Services Director, Judy Lester, know how you would like to have the library open. We plan to continue to improve and expand the library and its services."

Q: An effort should be made to enable all flight students to finish their training.

A: "We are working on R. Next year, you should see a great improvement. If we have good weather and good performance, we hope to obtain 90% completion rate."

Q: The summer "A" and "B" terms are bad.

A: "Not everyone would agree. There are advantages and disadvantages in both systems. We are constantly modifying and improving to improve our programs and curriculums. If our research demonstrates that another undergraduate degree program and/or more cost-effective education for students is better, we will change."

Q: I'm a new student but haven't had the opportunity to fly yet, because of the facilities.

A: "Our flight program is "capped off" at what we feel is an appropriate, safe, high-quality level. We have found it to be imprudent, but every student should have sufficient time and opportunity to complete all required flight training courses within his/her regular, "capped-off," freshman-baccalaureate program."

Q: The university needs more aircraft and improved flight scheduling.

A: "We are working hard to improve the flight scheduling, and feel that by next September, this problem will be solved. We do not plan to expand our E-RAU aircraft significantly. As previously stated, the university's flight program is "capped-off" (you will not be able to take more flight training as a result of improved efficiency of operations.) The flight program has been capped off so that when the University reaches its "campus capacity" (estimation of 20,000 students) we can have an appropriate balance of programs (Aeronautical Engineering, Aviation Science, Business Administration, Science, Graduate Studies, etc.)."

Q: The E-RAU administrative staff seems to live in a "paradise of bliss". Could it be a problem or concern? Can't something be done about it?

A: "It can, and it is. The administration of any large administrative departments are not as "out of contact" with students as you may believe, a strong effort is being made to improve communications between these groups. Beginning in the next one to two weeks, staff representatives from all E-RAU departments (Marketing, Administration, Records/Registrations, etc.) will be standing as guests during any major or regular classes. Their purpose is not to monitor classroom activities, but rather to gain a better, first-hand view of our administrative programs and their shortcomings. It is planned to make this a continuous program, keeping students, faculty and administration in close touch with one another at all times."

Q: I believe there is a problem in the registration procedures. One with longer hours, and one with higher assistance, a faculty member, or the division chairperson, with time to service these individual problems can always be found.

A: "I question the validity of the physio requirement in the management program. A management student with no background in biological science can have a very difficult time with PHYS.

Q: Feedback asked Dr. John Elber, Acting Chairman of the Aviation Management Department, about the possible changes.

A: "I realized that this had to say about your comment: "The mathematics and physics curriculum can have a very difficult time with PHYS."

Q: There are various programs that offer computer-type listings of scholarships for the students. Etc. I was hoping that E-RAU financial aid office could make such a listing available.

A: "As you know, scholarships and other forms of financial aid offered directly through E-RAU are listed in the University's Undergraduate Catalog. Although the University does not contract with one of the firms you refer to, our own computerized Navado Wider told me that E-RAU lists its financial aid programs in the Samford Wider will meet with you to contact a particular computer listing service. Navado suggests that you visit with one of our financial aid personnel and get the most current listing available."

Q: The Riddle's answer to your question: "The classes that are "capped-off!" at what we feel is an appropriate, safe, high-quality level. We have found it to be imprudent, but every student should have sufficient time and opportunity to complete all required flight training courses within his/her regular, "capped-off," freshman-baccalaureate program."

A: "The Riddle's collection of questions and answers. One important one (on our opinion) is: When student is living in the dorm front desk."

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A: "The Riddle's collection of questions and answers. One important one (on our opinion) is: When student is living in the dorm front desk."
I really believe that last week's AVIGHT pointed out the true value of this newspaper. I was impressed with the E-RAU policy and changes that were made.

When students complain about something, I, as an advisor, do not consider it a problem to be solved, I see it as a opportunity to improve their lives.

An innovation by the administration to save money and cut costs will not excite me. The concern of most students is always about non-existent problems. I think I can be more pleasant.

When brought all this out on my own initiative, I was asked by several students in last week's meeting what was being done about people's concerns. I told them, "It is not the standard rock or jazz, just an experiment, an atmosphere type music. If you want to relax, try this perfect solution. It's not something you can save money on. It is a way to keep the students happy."

The first week's comments have been asked and answered. The AVIGHT is what we made it into a weekly newspaper. It has also been answered many electricity forums, and I believe that when it comes to a change of

V.P. THOUGHTS

By Frank P. just

I really believe that last week's AVIGHT pointed out the true value of this newspaper. I was impressed with the E-RAU policy and changes that were made. When students complain about something, I, as an advisor, do not consider it a problem to be solved, I see it as an opportunity to improve their lives.

A. No innovation is a new policy. Even now, we are in the process of making the instructor evaluation program more meaningful to the student than just another computer program.

Thanks to the student's recommendations, this was one of the decisions that took a long time and a lot of money. It is only as good as the student takes it.

The priority item at last Tuesday's meeting was appropriations for funds.

I recently completed one term in an aviation and the Embry-Riddle-BBAC Cooperative program of this type, which was with the Gondor Flight Center in Savannah, Ga. I present it in the following manner: We were at the E-RAU Flight Center in Savannah, Ga. for an interesting flight opportunity. My companions that made it possible for me to gain experience and take a

What proved to be interesting was the fact that I was able to write about an actual experience on the aircraft. I expected to be back in my home in Savannah, Ga. to write about this flight opportunity. It was a time of the flight, and a new policy. Even now, we are in the process of making the instructor evaluation program more meaningful to the student than just another computer program.

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This week's News From The Cape

CHINATOWN

In and around Southern California of the 1970's, Chinatown reverberates with the subtle undertones of the love affair between Jack Nicholson as the Wadsworth Shumway and Taps Daynaway as his high-tone client. As with the film noir detective movies it styles itself after, the mood in Chinatown is pervasive, ominous and shadowy. Director Roman Polanski, already famous for his films from Repulsion to Rosemary's Baby as well as his tragic connection to the Manson mummies, diverges, however, from the traditional genre by searing throughout his beautifully contoured叙述一个叙述一个, if highly complex, tale of values corrupted by greed and the lust for power.

See the classic film Friday night. June 16th, at 8:45 p.m. in the U.C. Admission is FREE!!!

THE MOST HIGHLY ACCLAIMED FILM OF 1974!

THE EYES OF ORSON WELLES

Starring ORSON WELLES,

UNISEX SALON

Scribner

MONEY

UNIVERSITY OF CALIFORNIA, LOS ANGELES

A LAUNCHING EXPERIENCE

by Brent Houston

The Launch of the Titan 114 rocket on Saturday June 16th from Pad 40 at the Rockwell International Corporation's Canaveral Air Force Station. The rocket was one of several launched that day as the Titan IIC continues to establish itself as America's leading launch vehicle.

There is a heavy current and the Delta as a glider, gliding up into the sky, a white light in the dark, a very quiet, gentle glide.

There is the limited lights of the Press Site, photographers silhouetted against the black sky. The faint drizzle of rain begins to fall. There's a chill in the air as great mounds of shit about to pass and the mood is frenzied anticipation of the 135th launch of a Delta Rocket.

As launch time comes down, the weather clears up over the launch pad. Light as the Press Site begins to clear out, all attion was centered initially on the Delta Rocket 5600 feet from Press Site 1. Finally, the heart begins to beat, the commentator begins to count. "11, 9, 7, 5... 3, 1, 0." Suddenly a burst of white, clear-cut, highly pure flares of yellow flash at the first of the rocket. We have ignition... and lift off of Delta 114," the report of the commentator as the rocket begins to rise from the pad. A blaze of yellow, red and orange reach upward. The commentator continues on this fleeting ocean of the black night, now and ever, without reservation, without a moment's hesitation.

The Delta Rocket 114 was launched with a payload of 2.5 million pounds, which is the highest ever launched on a Delta rocket. The rocket was carrying an experimental satellite called the Leo 1-A, which was designed to test new technology for future communications satellites.

The Delta Rocket 114 was developed by the Rockwell International Corporation and is the lead rocket in the system of launch vehicles now in use.

The Delta Rocket 114 is a rocket that has been in development for several years and has been used in a number of recent missions. It is the first time that the rocket has been used for a commercial mission, and this is the first time that a commercial mission has been launched from the Cape Canaveral Air Force Station.

The Delta Rocket 114 is a three-stage rocket, with a total length of 114 meters and a diameter of 4.4 meters. It is capable of carrying a payload of up to 10 metric tons into low Earth orbit. The rocket is powered by four liquid oxygen and kerosene engines, each capable of producing 2.6 meganewton thrust.

The Delta Rocket 114 was launched from Pad 40 at the Cape Canaveral Air Force Station at 11:30 AM, Eastern Standard Time, on June 16th, 1978. The mission was to test the performance of the rocket and its components in flight, and to evaluate the mission's effectiveness.

The mission was successful, and the rocket reached its intended orbit. The Leo 1-A satellite was injected into a 700-mile-high orbit, and the rocket separated from the payload shortly after launch. The rocket's last stage was also successfully separated, and the Delta Rocket 114 was declared a success.

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A quiet weekend, as if the previous week had been a blur, was welcome. All the activities that filled the week - sports, work, and personal engagements - seemed to fade away as the weekend began. Saturday was spent relaxing at home, catching up on reading, and spending time with loved ones.

On Sunday, the weather was perfect for a day out. We decided to take a drive to a nearby park, where we could enjoy nature and spend quality time with each other. The day was filled with laughter, stories, and the occasional slip and slide in the cool water. It was a perfect end to a casual weekend.

Sigam Chi

James J. Jarrick

Last Thursday turned out to be one of the most memorable events of the week. A group of us had planned a trip to visit the nearby water park, but due to unforeseen circumstances, we ended up spending the day at a local museum instead. The museum had an impressive collection of antique cars, and we spent hours admiring the vehicles from different eras.

After the museum, we decided to take a stroll around the city to explore some of the local shops and cafes. We found a cozy little coffee shop that served some of the best coffee and pastries we've had in a while. It was a perfect way to wind down after a long day at the museum.

Saturday Soccer

By Steve DeGroote

This is a late notice to all Little Dodgers fans. If you're interested in soccer, as a player or a spectator, come to the field by the airport next Saturday at 5:30 p.m. for a friendly match between the local youth teams.

Riddle Packers

By John Colvin

The biggest keystone is the beer. SATURDAY MORNIN G EVERYONE.

SIGMA CHI ON THE TOWN

By Burt Silva

The week was filled with various activities and events, but nothing stood out as much as the Sigma Chi on the Town event. It was a casual gathering of friends, where we could catch up, enjoy some drinks, and have a good time. It was a great way to unwind after a busy week.
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