

THE AVION

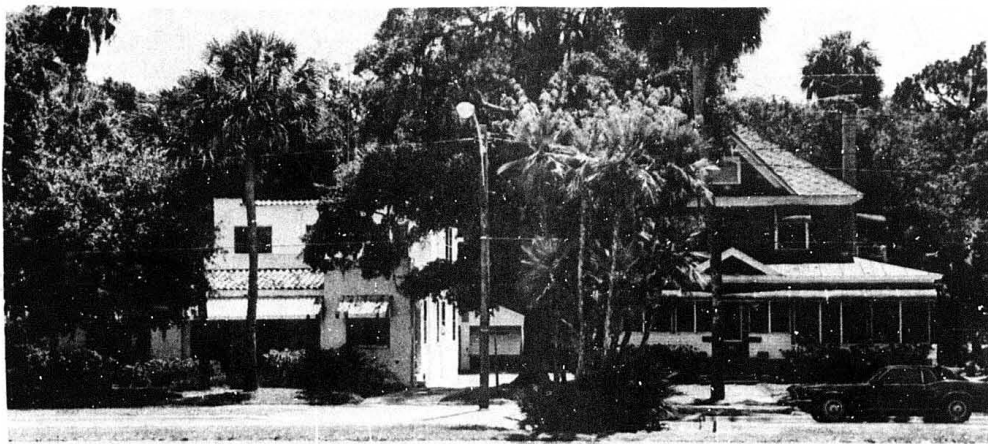
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Student Government Association

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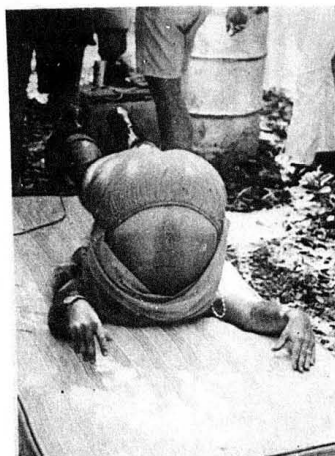
ΣΦΔ BUYS TWO HOUSES



BAR-B-QUE

Approximately 400 students enjoyed themselves at McElroy Park on June 20's SGA bar-b-que. Hamburgers, hot dogs, corn on the cob, and cokes were the menu of the day. No one that we know of left hungry. Paul Major, from Alpha Eta Rho, won the Ugliest Date Contest and named Dean Spears as the foul doer. The winner appears at the right of page 6.

Special thanks to Chris Sherr and his committee for all the fine work they did to make this SGA Bar-b-q a success.



Embry-Riddle's Fraternities are turning Route 1 into "Fraternity Row." "The Professionals", Sigma Phi Delta, just bought two houses on South Ridgewood, joining Alpha Eta Rho and Delta Chi, who already have houses in the same area. See their article in the Greek Section on page 5. . .

Contrary to popular belief the administration did not desert us..they just moved to another building - see diagram on Page 12.

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speaking out

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



the president's corner

In this issue I would like to talk to you about the student center. Just a few words of warning to some, praise for others and a couple of notes of interest.

To start off with, the eating area itself: I think the janitors do a good job every night getting that place spotless for use the next day and if anyone wants to get in there at 8 AM they will see how clean it is. However, by 10:30 it starts to look like a pig's sty. During the last two weeks when the day janitor was on vacation, there was a mountain of trash on each table. All I'm asking is that you use one of the trash receptacles after you're through. If there aren't enough, then we'll get some more, but there is no reason why, we, as adults, can't clean up after ourselves.

On the juke box, there are three points I'd like to make. First, if there are any records you would like to see in there, let us know about it. If you have any old 45's you would like to donate, bring them in. The new ones we can get for you. Secondly, I would appreciate it if everyone would keep food and drinks off the juke box. It costs \$70 to clean the selector buttons when someone spills coke on them. Thirdly, we have had to repair the wires to the speakers four times. The speakers and juke box cost over \$1,000 and it was bought with student money. I think it is a shame to have it wasted by abuse.

The bookstore has some new greeting cards in. There were some better ones, but Millie censored them out. Mr. Deibler reports some new slide rules and other nice goodies are in or coming in.

Also in the bookstore are the knitted doggie bottle covers which can be ordered in almost any color, \$6 apiece, two for \$10. Proceeds go to the scholarship fund. They make great gifts and are a good means for identifying your bottle at a BYOB function.

The VA bookstore is looking for two things: Books to sell and students to buy them. They claim to have the best prices on campus.

We are working on getting the hamburger line to stay open until 4 PM, but there is not enough support right now. Maybe in September we can.

The Barber Shop has the best prices in town and if you want to reserve a time period, you can by either calling or stopping by.

As far as the vending machines go, I'd like to save them for a later column...they need a whole column...

Terry Miner

Terry Miner
President
Student Government
Association

NEWS & VIEWS From the Editor's Desk

The administration offices have moved to the old GE Building 16 on Skytrooper Road. You might have a little trouble finding your way around in the new maze, so we will furnish you with a map. (Check Page 12)

& & & &

The AVION has inherited five kittens from under the porch of the Development Office. Anyone who would like to adopt one, you will find them under the NW corner of the AVION trailer.

In a special meeting of the SGA held Thursday, the student senate unanimously passed an increase in the student activity fees, pending the approval of the Board of Trustees.

why increase sga fees?!

The SGA's President's Report in the last issue of the AVION suggests that the activities fee be increased to \$15 per trimester. Some students may say, "So what," or more probably, "I'm not getting anything but a parking sticker for my six bucks now!" Let us take a broad look at this increase using facts and figures:

This year, the SGA Fees amounted to \$22,800 - figuring the fall and spring trimester at 1500 students each, and the summer trimester at 800 students. Of this total, Terry Miner states that one third of the summer's trimester fees are spent for activities which amounts to \$1600. The summer SGA commitments are threefold: \$1500 to the Yearbook; approximately \$625 to the AVION and \$1600 for activities, the total commitment amounting to approximately \$3725. This leaves roughly \$1075 for expenses.

Now, if we revert back to the income for the fall and spring trimesters, we find the following figures one third of the total income (\$9000) for activities equals \$3000; \$1500 each tri to the yearbook equaling \$3000; and approximately \$820 each tri to the AVION. Now let us look at those total figures for all three tri's:

CONTINUED NEXT PAGE

FEE INCREASE CONTINUED

ACTIVITIES:	\$3000	Fall
	3000	Spring
	1600	Summer
Total.....	\$7600	
YEARBOOK:	\$ 1500	Fall
	1500	Spring
	1500	Summer
Total.....	\$ 4500	
AVION:	\$ 820	Fall
	820	Spring
	675	Summer
Total.....	\$2265	

Total major expenses for 3 tri's: \$14365.

Subtracting the total major expenses from the total income of \$22,800, we find a remaining amount of \$8435. Out of the amount, the senior parties amount to approximately \$1000 per tri, leaving \$5,435.

In the May 15th issue of the AVION, some of the SGA expenses are noted:

SGA Awards Banquet - \$600 to Desert Inn Motel; \$333.09 for trophies, awards, certificates, plus gratuities. Total amount - \$933.09.

This figure is almost enough to hold another activity for ALL the students! I do believe, however, that most of the SGA members do merit some recognition because they do work hard. But others do not carry their weight at all. Recognition to the tune of almost \$1,000?

Last summer, the SGA held an awards and installation of members banquet which total approximately \$325.00. Some of the members of that summer's SGA complained of the expense for that banquet. However, the same members, who are presently the administration of the current SGA said nothing about this year's expense which was almost tripled.

Mr. Miner states, "I think the SGA has done a great job managing the money as they have. Let's be realistic - an activities fee of \$15 per tri would amount to \$57,000 annually, based upon the 1969-70 enrollment. Why does the SGA need this ridiculous and more than doubled amount for an average of 1200 students per tri (figuring 1500 stu-

dents in the fall, 1500 in the spring and 800 during the summer)? What other functions could be put on? Also, if the SGA feels that it is in such dire need of the proposed increase, should it not first reconsider such current expenses as the "goodwills" (death in families excluded) listed in almost every "Treasurer's Report?" Another item for thought is that IF the SGA had done sufficient planning and IF it had given the students an advanced notice, perhaps it would not have had another \$400 fiasco for the appearance of the "Strawberry Alarm Clock." How many of you, the entire student body, know what this "good will" involves?

The final observation is this: the student body does not have a voice in rejecting or accepting the proposed \$15 increase. The present constitution, recently voted in by you, the student body, makes NO PROVISION for bringing such a matter to referendum, as was the case involving the proposed increase presented last summer!

Think about it - \$57000 per year! Fifteen bucks out of your pocket every tri you attend school. That is a lot of change in anyone's pocket. What can you do about it? I have a suggestion: perhaps, you can overcome your apathy, and speak up. Maybe, just maybe, if enough students speak loud and long enough it might be heard behind that little door in the back of the student center where YOU are represented.

* * * *

PRESIDENT'S REPLY

The AVION refers the students to the June 12th issue - the President's Corner - in which Mr. Miner commented on the young sailor's inquiries of the calibre of Embry Riddle.

Mr. Miner's reply to the young man dated June 17, 1970 follows:

Dear Jim:

Thank you for your letter of May 27. I'll answer your questions one at

a time, but first I'd like you to understand a few things. First, these answers are my own and the opinions are my own. While I may represent the entire student body as SGA President, I'm sure you'll understand that I can't speak for everyone here.

Embry Riddle didn't take part in any of the demonstrations. The school did not close, and there were no active or inactive demonstrations. The students occupied every building on this campus, as they do every day. They occupied the flight line, its flying classrooms and its "oral" rooms planned cross countries, filed flight plans, and went through all the other procedures that keep us swamped every day. They occupied the academic classes, sweating exams, cursing instructors--some were even studying. The A & P hangars were occupied by guys safety-wiring recipis, welding, running up jets, and a bunch of other things. Yes, the students occupied the buildings here--the way they were intended to be occupied.

No, Jim, I wouldn't say our students were passive. In fact, if anything, they are hyperactive. It's the only way to stay on top of this rat race. Of course, we're concerned with good flying weather. When you break ground and climb to altitude, it's beautiful until your flight instructor starts in with his "fun and games." It's rough enough when they start giving emergencies, unusual attitudes and flight maneuvers, without having choppy air or having to duck clouds. But we are also concerned with the things that go on in our country. However, I don't feel, and I'm sure most of the students here will agree with me, that we can change the national picture as radical rebels. The way we can change it is by finishing school and broadening our knowledge. Then later, as responsible members of society, we can effect our changes knowing what we are doing.

After the last five years of turmoil, what has

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PRESIDENT'S REPLY CONT.
 been accomplished? The ghettos are still with us. The war still goes on. Our environment is still polluted. To me it seems as if a lot of energy has been expended by people running around in circles. I'm hoping that in the next five years, maybe we can start taking a realistic look at these and the other problems that face us today and solve them. I've always believed there were two sides to every coin, story, problem, etc. We know the idealistic side hasn't worked; maybe the realistic side will. This is the battle you and I will have to face.

Jim, I'm sorry it has taken me so long to answer your letter. I know how important mail is in 'Nam. Take care of yourself, and when you get back, stop in and see us.

Sincerely,
 Terry Miner
 President
 SGA

* * * *

TRY SKYDIVING IT'S FUN

BY SID BARLING

Parachuting isn't new, various types of parachutes have been in use for many years, but I guess the most successful application has been its military usage by airborne troops. Of course, the parachute was used as early as WWI by pilots.

Sport parachuting became popular in the US after WWII when some of the ex-military jumpers decided that they liked the wonderful sensations that occurred when man, by his own skill and ingenuity, pitted himself entirely against the elements and conquered them.

To be perfectly truthful, the early jumpers were bordering the hazardous when they jumped with improvised ex-military rigs that they had adapted for sport jumping, but they weren't insane or suicidally inclined as some psychiatrists say, when you consider the early phases of aviation. For instance:

Lincoln Beach did loops without even a seat belt in an open cockpit!!

The sport parachutists today have all of the advantages that make the sport as safe as possible. He has modern, tested equipment, he can draw worlds of information from his fellow jumpers, and through the USPA, (United States Parachute Association) thorough training programs have been set up to provide the novice with the essential education that he needs. The sport today still holds all of the thrills and excitement that fostered its generation.

My personal experience can be broken down into 4 stages:
 1. The butterfly's before I leave the aircraft.
 2. The quiet finality of free fall.
 3. The satisfaction (relief?) that comes from an open canopy.
 4. And finally, arriving back in my own element (the ground) safe and satisfied.

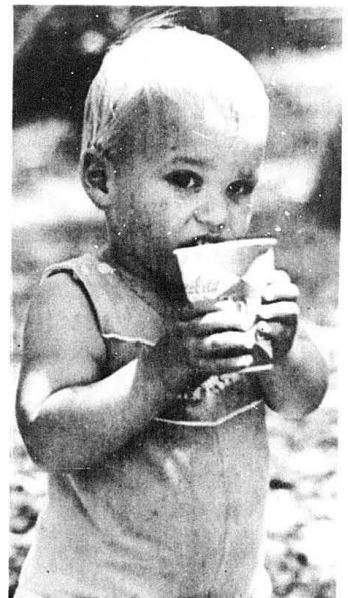
Sport parachuting today is a safe, but still highly exciting sport. Advances in parachute design and materials combined with a careful training program has made the sport one of the safest in the world.

So, if anybody feels that he lacks a hobby that never fails to give complete excitement, let him give skydiving a try!

* * * *

DC-3

The DC-3 donated to ERAU by Goodyear Tire and Rubber Company has been undergoing its annual, preparatory to becoming a shuttle plane between D.B. and Fort Rucker when it's necessary to move more people than the 336 or a 172 can handle. Over a period of time it is deemed necessary to have many of our Fort Rucker people visit with us on campus, so we can inject some "blue and gold" into their outlook.



A LITTLE MORE VODKA AND A TWIST OF LIME OUGHT TO DO THE TRICK!!

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 AND OVER
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daytona beach

Joe the bartender is back!!

ΣΦΔ ΑΗΡ ΔΧ ΣΧΔ

SIGMA PHI DELTA

BY DON NICHOLS

AT LAST! Riddle's oldest Fraternity on campus has come up with another first. We have closed the mortgage on TWO, NOT ONE, but TWO houses for the Brothers and Pledges of Pi Chapter. After two years of looking, planning and disappointments, our dream has come true. The houses are located at 519 and 525 South Ridgewood Avenue on adjacent lots. Spacious and well furnished, we will be able to house 15 to 20 men comfortably in completely air-conditioned rooms. Both houses are well equipped with kitchen facilities, showers, yard space, and above all, they are in excellent condition. Of course, we will be doing some remodeling to suit our needs, but these are just small changes that can be completed in a short period of time.

The north house (519) will be the center of activity, housing members upstairs only while the south house (525) will be used for sleeping and eating accommodations.

The final papers were signed on Wednesday, June 24 and we will be in the process of cleaning and moving the entire Fourth of July weekend. The excitement is tremendous, especially since we will own the houses and will not have to answer to a landlord.

This achievement was consummated by hard work by all of the members of Sigma Phi Delta, Brothers and Pledges alike. Many rumors have been circulated concerning our lack of participation in recent months; however, our belief is that our first responsibility is to our members - Brothers and Pledges. Anything else is secondary. We have kept this tradition in the past and will continue to do so in the future. We were the first fraternity on campus; the first fraternity to own a house in Mi-

ami; the first to have a house in Daytona; and the first to own a house for its members in Daytona. To some people, this may seem unimportant; but, as the members of Alpha Eta Rho and Delta Chi will agree, a house is the mainstream of activity where all members congregate and learn to live together in unity. With the continued hard work by the members of Sigma Phi Delta, and the help from he who guides all of us, we will endeavor to offer our membership the best facilities: Brotherhood and the respect that is due a member of our organization.

Keep an eye on this column in the future for the continuing achievement of "The Professionals."

* * * *

SIGMA CHI DELTA

BY STEPHEN L. AVERY

Last weekend the Pledges of Beta Pledge Class hosted a beach bar-b-q for the Brothers of Sigma Chi Delta. The active membership of Sigma Chi Delta wishes to express our sincere thanks to the Pledges for a most enjoyable weekend.

Sigma Chi Delta has been invited to the next Sigma Chi Alumni meeting later this month for the purpose of meeting our future Fraternity Brothers and to present our progress toward petitioning the Sigma Chi Fraternity.

Sigma Chi Delta threw a "We're Glad It's Over Party" Tuesday evening with a bar-b-q and cookout. The party went well and all were truly happy that the first half of the academic trimester is over. Sigma Chi Delta is planning a fishing trip for this weekend and it looks as though everything will go as planned if the weatherman will cooperate.

Brother Buss Alsup is planning a July wedding. All the Brothers are mak-

ing plans to attend the first wedding in Sigma Chi Delta's history. Best of wishes go to Brother Alsup

* * * *

ALPHA ETA RHO

BY GARY ANDERSON

Saturday night in Daytona is generally very interesting. Being the fun people that they are, the Daytonans like to see to it that Riddle men never have a dull moment.

A typical Saturday night starts off with dinner at the Holiday Inn West. It was in this very dining room that Columbia Pictures shot the action scenes in "Guess Who's Throwing Up Breakfast."

Usually if you eat fast you can catch the sewer crew at the corner of Volusia and Marion Streets as they come off work. No one should miss this exciting (and odorous) experience. Many students that have seen it call it a breathtaking moment. Personally, I always get choked up when I see it.

From there, one generally moves down to Main Street to watch them raise the drawbridge.

The climax of any Saturday night in Daytona Beach takes place at the Krispy Kreme where old friends get together for a congenial session of mosh stomping. I don't think any Embry-Riddle student will ever be able to forget the thunderous applause of his fans as he landed full weight on a particularly elusive moth. Not to mention the excitement that occurs when one misses the moth and lands on the foot of a 250 lb. woman at the end of the counter.

Don't miss my next article, "Twenty-One Things to Do While Waiting For the Ambulance at the Krispy Kreme."

SUMMER BAR-B-QUE





sports

UPCOMING 400

DAYTONA BEACH, FLA...Dodge will hold a slight edge over Ford numerically when qualifying trials get underway Wednesday at Daytona International Speedway to determine the front starting positions in the 12th annual Daytona Firecracker 400 NASCAR Grand National classic on Saturday, July 4, at 10 AM.

Of the 55 entries posted thus far, 18 are Dodges, 17 Fords, eight Plymouths, eight Chevilles, three Mercury's and one Pontiac.

The one-lap qualifying mark in danger was set last year by Cale Yarborough of Timmonsville, SC, in the Wood Brother's Mercury Cyclone at 190.706mph. Yarborough bounced back last February in qualifying for the Daytona 500 and hit a hot lap--an all time Daytona record--of 194.015 mph.

In the qualifying lineup Wednesday will be one of the most serious Dodge challenges with the likes of Grand National point leader Bobby Isaac of Catawaba, NC, 1965 Daytona 500 winner Fred Lorenzen of Elmhurst, Ill., Buddy Baker and Jim Vandiver of Charlotte, NC, Bobby Allison of Hueytown, Ala., and Charlie Gletzbach of Georgetown, Ind.

Carrying the Ford banner will be the 1961 Firecracker winner and three time Grand National champ, David Pearson of Spartanburg, SC, current GN point runner-up James Hylton of Inman, SC., Richard Brickhouse of Rocky Point, NC, and ARCA champion Benny Parsons of Detroit, Mich.

Not to be overlooked is the potent Plymouth contingent.

Plymouth will count on Rookie of the Year Richard Brooks of Spartanburg, SC, two-time Daytona 500 champ Richard Petty of Randleman NC, and 1970 Daytona 500

champ and top money winner this season, Pete Hamilton of Dedham, Mass.

Preceding the Saturday Firecracker 400 will be the fourth annual Paul Revere 250 at Midnight Friday.

This unique Grand American Series event will be contested over the tricky 3.81 mile course that combines the twisting infield road section with the speedway proper.

* * * *

DAVID PEARSON

DAYTONA BEACH, FLA....If David Pearson of Spartanburg, SC had another son, he might be running for the NASCAR Grand National championship again this season.

"I made a statement a long time ago that I would like to win three national championships so I could give the three rings to my sons. All my boys have a ring now, so I've decided not to run for the title anymore," Pearson said.

Pearson took the crown last year, his third in four seasons, and, including the NASCAR point fund money, earned \$206,730.

This year, Pearson, his crew chief, Dick Hutcherson and his car owner, Ralph Moody, are concentrating only on major events and Pearson is not going for the championship. His next start is the

\$92,280, 12th annual Firecracker 400 on Saturday, July 4th at Daytona International Speedway.

Thus far this season, Pearson has started only nine races in his Ford but has earned \$55,170 for an average of \$6,130 an event.

"I know when I get behind the wheel that my car is the best one on the track," Pearson said. "I might not win them all, but I should make a bid for every race I enter."

"I might not be the best driver there is, but I'm good as anybody else out there and with my team and equipment, we should do a lot of winning."

Pearson won the Rebel 400 at Darlington and has been among the top five finishers in five of his nine starts. He was the runner-up in the February Daytona 500 for his biggest payoff this season of \$17,650 and finished third in the Alabama 500 at Talladega, Ala.

Clutch failure on his final pit stop cost him a victory at Charlotte. He had a lap lead at the time.

Pearson, who ranks second only to Richard Petty of Randleman, NC, in all-time victories, won the Firecracker race in 1961.

The Paul Revere 250 for Grand American Challenge Series cars kicks off the speedway's big holiday racing double-header at midnight, Friday, July 3rd with the Firecracker starting at 10 AM on Saturday, July 4th.

* * * *



Senate miniminutes

recorded by: J.A. Rinkle

edited by: Paul Eddy

June 16, 1970

The seventh regular meeting of the Student Government Association Senate was held today in Room 208, Building A, with 22 members attending. The meeting was called to order at 12:03 by Speaker of the Senate Terry Owens; the minutes of the previous meeting were accepted as written, 18 for, 1 abstaining.

Senate Bill No. 70-M-9, the inclusion of a Pro Pilot representative on the Appearance and Dress Committee, was vetoed by President Miner. The Senate voted to retain the veto, 18 for, 1 opposed.

Senate Bill No. 70-M-10, cancellation of the proposed August Blood Drive, was also vetoed by President Miner. The Senate voted to override the veto by the necessary two-thirds majority, 17 for, 3 opposed. (In other words, there will be no Blood Drive in August.)

Third Vice President. Jerry Nichols reported upon the necessity of changing the design of the school ring now that we are a university. "Institute" and "University of the Air" will definitely be eliminated. A motion to refer any additional decisions on ring changes to the Executive Board was passed, 18 for, 1 opposed.

Social Functions. Of the 137 Seniors invited to their party Saturday, June 13, about 70 attended.

By-Laws. The first two parts of the By-Laws to the SGA Constitution were accepted unanimously. A By-Law making Constitution Section 9.07, Bonding of the Treasurer, more explicit was submitted. A motion that the Treasurer shall be bonded whenever the current actual balance of the treasury exceeds \$15,000 was passed unanimously.

Dress Code. A motion to recommend to the administration that the appointment of members of the Appearance and Dress Committee be the responsibility solely of the SGA President (not the SGA and not the SGA Senate) with the approval of the Dean of Students, was passed 14 for, 2 opposed, 2 abstaining.

A & P Problems. A & P students were heavily represented at today's meeting, due to rumors of proposed scheduling and curriculum changes. President Miner called a special meeting for Thursday, June 18, so the problems could be discussed with Mr. Caswell and Dean Borsari.

June 18, 1970

A & P Senators Bob Ellington, Larry Abbott, Dan Bloomer, and Steve Harless, along with approximately 120 A & P students, attended the special SGA meeting today in Room 108, Building A. It had been proposed that in the interests of better classroom, shop space, and instructor utilization, the present system be restructured with the SL's grouped together in a different manner. However, such restructuring would not effect students currently enrolled in the A & P program and would begin, if at all, with the new incoming students in September. Those currently enrolled in A & P will continue under the present system. Dean Borsari stated that he is convinced that A & P classes are not going to be split (lectures in the morning, labs in the afternoon, for instance). Approximately 50 copies of the complete minutes of this meeting have been forwarded to the A & P Department for distribution to interested students.

June 23, 1970

The eighth regular meeting of the Student Government Association Senate was held today in Room 108, Building A, with 19 members attending. The meeting was called to order at 12:05 by President Terry Miner. The minutes of the previous meeting were accepted as written unanimously.

A representative of the Brown and Brown Insurance Company, which handles ERAU's blanket medical insurance for students, explained in detail the cover-

CONTINUED NEXT PAGE

SENATE MINUTES CONTINUED

age the insurance supplies. Due to an extremely high loss rate (claims paid versus premiums received), insurance rates will be increased in the fall. Single students will pay a \$35 annual premium, student and spouse \$85 annual premium, and student, spouse, and children, \$120 annual premium. A more detailed report will appear in the regular SGA minutes.

Student Coordinating. A motion that the Coordinating Committee be responsible for handling faculty evaluation procedures was passed unanimously. (This will become part of the By-Laws.)

Revisions. Work is being done on diploma revisions. Proposed changes include changing the position of the seal, changing the overall size of the diploma, using parchment, etc. Anyone having suggestions about further changes may forward his ideas to John Houghtaling, Box 194.

The meeting was adjourned at 1:10.

June 30, 1970

The ninth regular meeting of the SGA Senate was held today in Room 208, Building A, with 15 members attending. The meeting was called to order at 12:08 by Speaker of the Senate Terry Owens: the minutes of the previous meeting were accepted after correction unanimously.

Senators John Conklin, Doug Groswald, Paul Majer, and Dan Bloomer have resigned from the Senate.

Third Vice President. Ring changes: The eagle design will be modified slightly: "University of the Air" and "State of Florida" will be removed. Designs will be forwarded to the ring company for cost estimates.

Dorm Committee. The Dorm Council is functioning adequately and doing a good job.

Old Business. A special Senate meeting has been called for Thursday, July 2, to discuss the SGA budget and activity fee.

The meeting was adjourned at 12:45.

● ● NOTICE ● ●

SAN ANTONIO--David C. Glenn, son of Mrs. Jeanette H. Campbell of 5910 Roma Drive, Shreveport, La has been commissioned a second lieutenant in the U.S. Air Force upon graduation from Officer Training School (OTS) at Lackland AFB, Texas.

The lieutenant, select-

ed for OTS through competitive examinations, is being assigned to Craig AFB, Ala., for pilot training.

Lieutenant Glenn, a 1964 graduate of St. Martin's Episcopal School, Metairie, La, received a BS degree from Embry-Riddle Aeronautical Institute

Daytona Beach, Fla.

His wife, Wendy, is the daughter of Mr. and Mrs. Michael S. Jasenak of 1043 Rue Grande Vue, Pittsburg.

The lieutenant's father H. Paul Glenn, resides at 1619 Avenue East, Elwood, Indiana.

* * * *

EXCITERS!



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FROM
THE

Swinging World
OF

Yamaha 970

FLIGHTLINE NEWS

review of the flight council meeting

BY A. ROBERT CURRIER

On June 18, 1970 at 1:10 PM, the regular meeting of the Flight Council got underway in a cubby-hole in the Holiday Inn West. This Flight Council meeting, for those of you who are new or haven't heard of it is held every third Thursday of each month by student representatives of the different departments and the top brass of the flight administration, which includes Mr. Boaz, Mr. Walker, Mr. Tacker, and Mr. Wilson.

After going around the table of eleven people introducing ourselves and discovering, for myself at least, that Albert T. Barnes has replaced Mr. Ford, we got down to the first order of business which was, of course, the Hard Scheduling system. Mr. Ford, essentially is now working as an Air Traffic Controller on Ascension Island, which is downrange from Cape Kennedy.

Mr. Boaz pointed out that the essence of the Hard Scheduling program was to bring flight into the same configuration as classes. At the same time, this will solve the problem of insufficient utilization of aircraft.

"The system has been basically accepted," reported Mr. Boaz. "But there are still some problems in the system which are being worked upon and by September, the flight scheduling, along with the class scheduling will be computerized."

This summer, a computer figured out we needed 24 aircraft and only six days out of the month of May where there was not enough aircraft to go around. This was basically caused by a couple of 100 hour inspections occurring at the same time. The Flight Administration was going to release one aircraft from storage for every aircraft in for repair but this only worked for five days before the insurance company prohibited the practice.

Pertaining to the hard scheduling, it was brought out that if you were scheduled for five periods a week and could see that you could get along with two or three periods a week, accounting for bad weather, then you could speak to your instructor and have him cancel Tuesday and Thursday, or Tuesday, Wednesday, and Thursday. Although it is possible to change your schedule from five days a week to three days, it is not possible to change from one hour of the day to another.

FAA flight check rides were brought up next. The Flight Administration is trying to get the flight examiner to come here. This would be feasible if 2 or 3 students needed check rides in one day.

The next subject on the agenda was the one everybody was waiting for: the purchase of 2 or 3 new Beechcraft Baron D55. The target date for selling the two D-18's is set for January 1, 1971. The target date was through April of 1971 until one of the three D-18's caught fire while taxiing three weeks ago. The decision for Barons, although not final was made on the observation that both the Army and the FAA purchased Barons after extensive research costing up into the thousands of dollars.

The hourly cost of the Baron would run in the neighborhood of 65 to 70 dollars which is about what the D-18 costs. This is because two of the D-18 were government surplus. The Barons will be "cash on the barrel head." A Turbo Baron was passed up because of the low altitude of the airport and the type of course Riddle is running. Being almost at sea level, one could blow the engine apart if he were to throw in the super charger on take-off, and we have no need to climb to high altitudes where the super charger would be effective, nor do we do much cruising in the twin program.

The last subject brought up at this meeting was the possibility of CFI students being hired by Riddle because of the Army contract. The answer was "not much of a chance" because most of the present instructors will probably stay with Riddle. If they were to transfer to Fort Ruckers, they would have to go through what is known as "Methods of Instruction" (MOI) which lasts up to 8 weeks with no pay.

Thus the meeting was adjourned when someone brought up the subject of the parking lot behind the Flight Line, which is an SGA problem!!

* * * *

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A & P CURRICULUM PROBLEMS

June 18, 1970

A special SGA meeting was held today in Room 108 Building A for the purpose of discussing problems that have arisen over proposed A & P curriculum and scheduling changes.

The meeting was called to order at 12:08 by Speaker of the Senate Terry Owens. President Terry Miner introduced Dean Borsari, Mr. Caswell, and Dean Mansfield.

A & P Senator Daniel Bloomer stated that the students assembled wanted someone to explain what the proposed changes were, and to state whether there was going to be any changes for the remainder of the summer trimester and fall trimester.

Mr. Caswell stated that there would be no basic changes for the next 7½ weeks--students will go into the SL they have registered for. The only changes would involve students who request to be switched from morning to afternoon sessions, etc. There will be no split sessions (lectures in the morning, labs in the afternoon, for example).

Fall Trimester: It had been proposed (and only proposed--no final decisions had been made) that in the interests of better classroom, shop space, and instructor utilization the present system be restructured with the SL's grouped together in a different manner. However, such restructuring would not effect students currently enrolled in the A & P program and would begin, if at all, with the new incoming students in September. Those currently enrolled in A & P will continue under the present system. Some students might have to switch from morning to afternoon sessions, or vice versa, but they would receive at least half a trimester's notice.

Question: Will there ever be a split session?

Answer: Possibly.

Most students felt that splitting the sessions into lectures for a few

hours in the morning and labs for a few hours in the afternoon, with a several-hour time lapse between the two, would make it extremely difficult for students to find part-time jobs, which they depend upon to finance their education.

Mr. Caswell stated that the administration is well aware of this problem, and it is their primary consideration in scheduling classes. Students also pointed out that a split session would create extra hardships for those who must drive daily from distant points such as Orlando, DeLand, etc.

The administration is also aware of the shortage of equipment and is continuing to do all it can to alleviate the shortage. Mr. Caswell stated that students would not receive a poor grade for incomplete projects if the incompleteness was due to a shortage of equipment that was not the student's fault. The A & P section will not remain at its present site much longer, so it is not worthwhile to invest heavily in much more equipment for the old campus.

Future plans include reducing the instructor-student ratio in the shops to 1 to 25 (lecture ratios would be much higher), and upgrading all instructors to degree personnel.

Question: What is the purpose of holding A & P theory lectures at the new complex? Teachers cannot bring the actual subject (a rivet gun, for instance) about which they are teaching to the academic complex; many students feel it would be better to teach theory at the labs, with the subject in sight.

Answer: For quite some time, the FAA has been reporting ERAU as being short of shop space; in addition, we can no longer utilize Building 3. Building C had ample space, so the theory classes were moved to the new complex (in fact, Building C might otherwise have been closed down for the summer). The Registrar's Office says this arrangement is to continue.

Question: If future A & P students are put on a split-schedule, how will they be able to maintain part time jobs?

Answer: The administration is making every effort to structure classes around student's jobs.

Dean Borsari stated that he is convinced that classes are not going to be split.

A student stated that since students pay the tuition, they should determine what the money is spent on.

President Miner replied that students do have a say in this, through the SGA, which has two voting members on the Board of Trustees. Mr. Miner also stated that the SGA cannot help students if students do not let the SGA know their grievances. Up until now, there has been particularly little input from the A & P section.

A question was raised, as to why A & P students going on to a degree program who find they must take preparatory courses cannot take the courses while also taking A & P. The reply was that if the department chairman feels the student is capable of handling the extra workload (the preparatory math course, for example, is 7 hours a week), he may take the course, but he must pay the additional tuition.

The meeting was adjourned at 12:55 PM.

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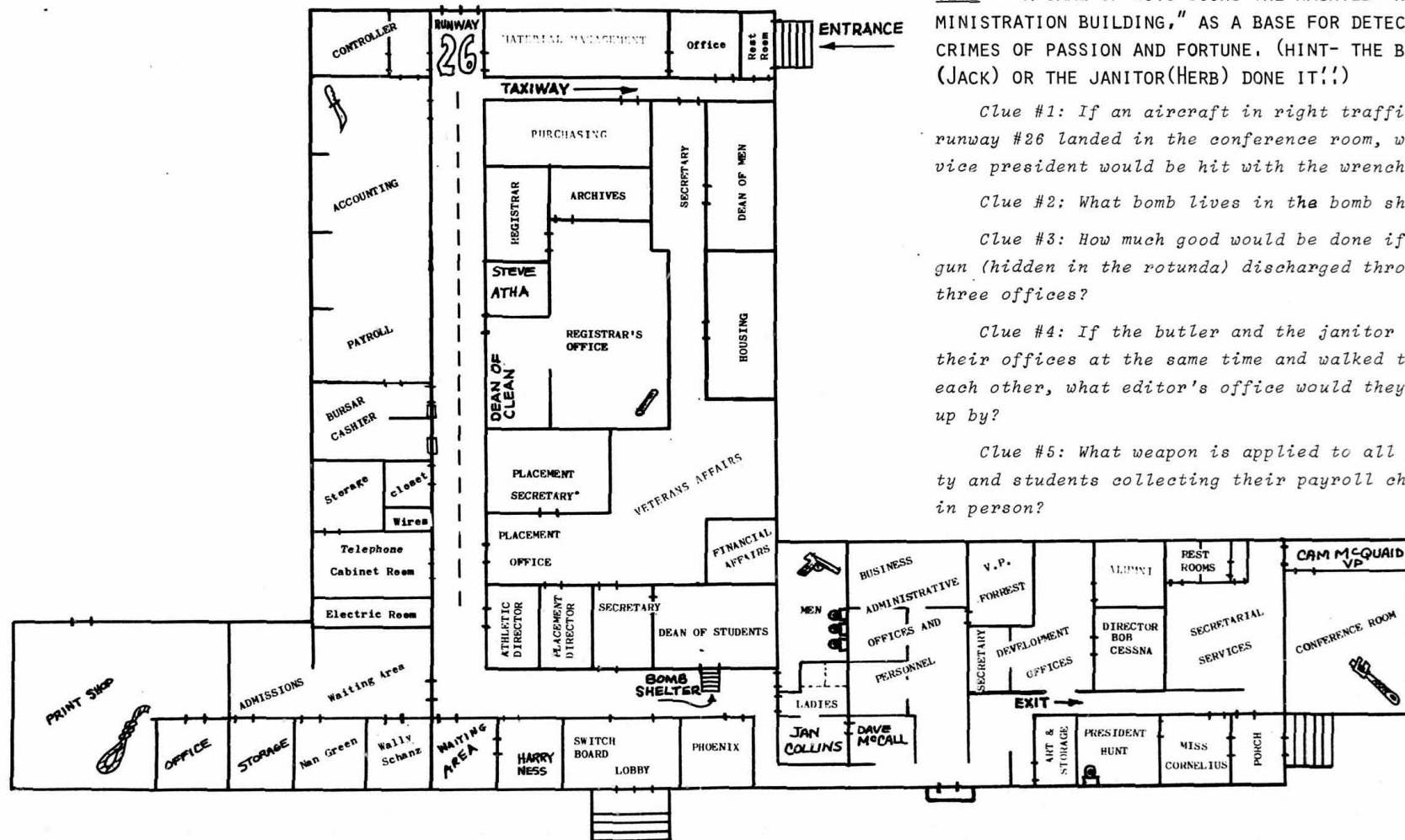
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CLUE--- A GAME OF WITS USING THE HAUNTED "NEW ADMINISTRATION BUILDING," AS A BASE FOR DETECTING CRIMES OF PASSION AND FORTUNE. (HINT- THE BUTLER (JACK) OR THE JANITOR (HERB) DONE IT!!)

Clue #1: If an aircraft in right traffic for runway #26 landed in the conference room, what vice president would be hit with the wrench?

Clue #2: What bomb lives in the bomb shelter?

Clue #3: How much good would be done if the gun (hidden in the rotunda) discharged through three offices?

Clue #4: If the butler and the janitor left their offices at the same time and walked toward each other, what editor's office would they end up by?

Clue #5: What weapon is applied to all faculty and students collecting their payroll checks in person?

DRUG ADDICT'S CONFESSION

This article was taken from "The Knoxville Journal" June 8, 1970 edition.

BY JERRY BUCK
AP Television-Radio Writer

NEW YORK (AP) - "Can't think. Can't think. Can't think... You really get messed up, boy, on that stuff. You might hear it sooner or later, Mom, but I'm sorry. Mom, Dad and Bill. Sorry that your little boy has turned into an LSD addict."

Those halting words by Craig Dexter Gardner were played at his funeral in Salt Lake City last February. He made the tape recording shortly before shooting himself to death at the age of 19.

"I been getting pretty stoned lately and you just don't know what's real and what isn't real. You really don't. All I can say is I had to find out myself-kind of poor excuse, you know-I really should not have taken any dope at all-any acid, or I should not have started off with any grass, either. Course grass isn't bad-it's the acid that got to me."

In all, it runs for 13 minutes. Disjointed. Rambling. Unable to cope with it. References to ending it all.

Since it was first played at his funeral the tape has been heard across the country and it is finding responsive audiences in hundreds of schools

After NBC Radio broadcast the tape, requests for copies began pouring into NBC-affiliate stations from juvenile authorities, police, schools, churches and civic groups.

Young Gardner's mother Mrs. William J. Blaine of Kearns, Utah, said in an interview, "It was a shock I guess, to all of us, but we also felt with him leaving this tape, that maybe there was a purpose to it, that maybe it wasn't just a complete waste, that maybe this tape could help others."

A woman in Moose Jaw, Sask., Canada, wrote that she had heard it over a Canadian station and asked for a copy. "I am a housewife anxious to do something-anything to bring the danger of drugs to the attention of our youth," she said.

Requests for the tape have come from as far away as Australia. The American Forces Radio Network has broadcast the tape to servicemen around the world.

The tape has drawn varying reactions from different people. Lt. Jack C. Strudgeon, Commander of the Portland, Ore., police Vice Squad, wrote that he had played it to a police class. "The response received was absolute silence. They could not believe their ears."

James L. Garvey, assistant director of public schools in Worcester, Mass said, "If this tape is intended to scare young people away from drugs, then I would say 'Forget it!' because this is just not the way to reach young people." He said he thought it could be used effectively as a springboard for an open discussion by students.

A survey of students at North Central High School in Indianapolis showed that a majority thought it was worthwhile for students to hear, but some warned that they thought students would not be influenced by scare tactics. Said one student: "I approve. It relates!"

* * * * *

SAFETY TIPS FROM SID

The AVION, in an attempt to further the cause of safety in flight, will print a series of articles in which certain instances in flight created hazards that could have been prevented with the proper knowledge.

The AVION will rely on the ERAU faculty and students to bring these incidents to light. If a situation occurs that constitutes a hazard or

is, in your opinion unsafe, or a safety tip that might be of benefit to your fellow aviation constituents comes your way, please jot it down, and leave it at the AVION trailer.

Thank
Sid Barling

The following is typical of the type of safety tip that could benefit us all:

The pilot of a light plane took off on a cross country flight. The sun was shining brightly and the pilot was wearing prescription sun glasses. He encountered a delay at an intermediate stop, but continued the flight a few hours later. As he was tooling along, the sun went down. Maybe you can guess the rest: the pilot discovered he had forgotten his regular glasses. He next found that he couldn't read the instruments without glasses and he couldn't see the gauges with the dark glasses on.

How could he have prevented this situation? Of course the answer is obvious, he should have brought along his regular glasses. But stop to consider how many times pilots will take off on cross country flights that will terminate before sunset and never consider the possibility of delay.....

The corrective action goes back to the good old checklist. A pilot who is required to wear glasses should, as a visual reminder, write it as a final item on his checklist, also if a pilot needs glasses, he needs two pair one for day and one for night.

However, in this instance, the pilot might have tried to turn his cabin lights up and then he might have been able to see with sunglasses.

* * * *

TIMMY THE TOAD SAYS:

The prop is just a fan for the pilot, watch him sweat when it stops.

AT THE INSPECTION STATION

BY JIM TURNBULL

While waiting in the vehicle inspection line last week, I noticed one of the inspectors yelling into an apparently empty, 1951 Studebaker. Upon closer inquest, I realized that there was a driver. It appeared to be an 85-90 year old woman whose head cleared the dash by little more than an inch. My curiosity aroused, I moved in closer to observe the action:

INSP: Your horn, maam, would you please blow your horn?

LADY: Oh, no, sonny. I got this electric box (pointing to an object beneath her blouse), I don't use my horn anymore, cept maybe when I'm swimming.

INSP: (Louder) No, maam, not your hearing aid, the car's horn.

LADY: I can hear you fine, young man, you needn't yell. (as she reached down the front of her blouse and adjusted the volume control so that a steady buzz was audible for several yards around.)

INSP: (Even louder) Then would you please blow the horn on your car, lady?!

LADY: (as he said it this time, she jumped back as though being assaulted, and reached back into her blouse to re-adjust the volume) Responding to the request, she said, "A friendly toot, an angry toot, or just a toot-toot?"

Appearing impatiently irritated, I heard him mumble something like, "Why don't you stick it..." - or something, I didn't catch the last few words. He then asked her to operate the windshield wipers.

LADY: Jon wipes my windshield glass every month when I fill up with gas. He had to work today, though, I'm sure he would-

not mind coming, though his wife is pretty sick and I don't like to bother people, you know how it is don't you, sonny?

INSP: Unfortunately, I do I need to see if your cars mechanical wipers operate. (pointing at the blades on her windshield.)

LADY: No, no, son. Those are my high-speed glass braces.

INSP: I suppose you really need them! What do you do when it starts raining?

LADY: Never happen, my boy, I only drive...

INSP: In nice weather, right, lady?

LADY: Certainly.

INSP: Would you mind putting your parking brake on and then release your clutch? (he was evidently trying to maintain his cool, though having some difficulty.)

LADY: Youuuuuu thought you'd catch me off guard, didn't you? I know that trick, young man, you just want me to look like some old fool. Well, it just so happens that I know what happens when you do that, and I will not do it I may look a little stupid but I can assure you that I have had a lot of experience with guys like you, like the time I was...

INSP: (Cutting her off) the idea is to find out if your brake is operating alright, lady!

LADY: Don't hand me that you smart little whipper-snapper!

With that the attendant walked away whimpering and shaking. He handed his clipboard to what appeared to be the supervisor, seemingly giving no explanation for his despair.

Tune in next week for a special report on Section 1400, Halifax Hospital. Welcome to Daytona Beach!

* * * *

ERA"U"?

BY ANN MARIE PIRES

The name change, approved by the Southern Florida Accreditation Board and voted in by the Board of Trustees (June 9, 1970) has caused mixed and sundry feelings among ER students and faculty:

Most students feel:

1. School is being laughed at.
2. How did we get away with being called a university?
3. What was wrong with "Institute?"
4. What difference is the title going to make?
5. Where is it going to get us?

ER's faculty was asked to meet June 10, 1970 (after the change was already in effect). The faculty discussed the situation and it appeared that there was some disapproval of the term "University." Why? The above term connotes a graduate school, a variety of degrees and academic discipline, and degrees in fields other than aeronautics, which Embury Riddle Aeronautical University does not offer.

The overall opinion seems to be one of puzzlement for an unnecessary change.



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FROM THE TOWER

"THE PETER PRINCIPLE"
by Peter and Hull

BY RALPH J. DIETZ

The other title of the book is "Why Things Go Wrong" and that is what this book is about. It opens up a new science, that of Hierarchiology (Hierarchy is an organization whose members or employees are arranged in order of rank, grade, or class).

You can best sum up the Peter Principle with this one phrase, "In a Hierarchy Every Employee Tends To Rise To His Level Of Incompetence." Basically, what this means is that, eventually, everyone will keep being promoted until they reach a level where they no longer know how to do the job, and that is where they'll stay.

Let me give you a few examples of the "Principle" in action:

A. Miss Tatland, an outstanding first grade teacher, was promoted to primary department supervisor. She now teaches teachers with the same techniques she used on first graders. Addressing them, singly or in groups, she speaks slowly and distinctly using words of one or two syllables, always with a bright smile. The teachers under her have come to hate being patronized and treated as infants.

B. Capt. Charter competently filled an administrator post on an army base and because he worked well with all ranks and obeyed orders cheerfully, he was promoted to major. As a captain he was a "good follower" but did not have to think for himself. In his position of major, where he had to use his own initiative, he was a failure. He would not give an order for fear he would lose the friendship of some of the men under him.

Now let me cite some apparent acceptions to the principle.

A. Teacher C. Cleary was put on probation to teach a special class of retarded children and warned

that these children would not accomplish very much. At the end of the year, Cleary's children scored higher on achievement test than did children in regular classes. He was dismissed by the school board because he neglected bead-stringing, sandbox, and other busy-work that retarded children are supposed to do!

The "Peter Principle" makes sense, so pick up the book, I guarantee you will learn something about the people you work for, or with, learn from, or even find out about yourself.

* * * * *

RIDDLE GRAD RECEIVES VALOR AWARD

Vietnam--Captain Joseph A. Insley, son of Mr. and Mrs. Gilbert A. Insley of 775 Barberrry Drive, Bricktown, N.J., is a member of a unit that has earned the U.S. Air Force Outstanding Unit Award with "V" device for valor.

The 366th Tactical Fighter Wing at Da Nang Air Base, was cited for exceptionally meritorious service from April 1, 1968 to July 31, 1969, for military operations against opposing Armed Forces in Southeast Asia. During this period, members of the 366th maintained a super-period combat record while pioneering operational techniques that produced beneficial changes to the tactical air structure.

Captain Insley, an aircraft maintenance officer in the 366th, will wear a distinctive service ribbon to mark his affiliation with the unit.

The organization is part of the Pacific Air Forces, headquarters for air operations in Southeast Asia, the Far East and the Pacific area.

The captain, a 1955 graduate of Asbury Park, N.J. High School, received a B.S. degree from Embry Riddle Aeronautical Institute. He was commissioned upon completion of Officer Training School at Lackland AFB, Texas.

His wife, Mary, is the daughter of Mr. and Mrs. Thomas E. French, Indian Hill Farm, Shelby, Mich.

* * * * *

VETERAN'S NOTE

To: Embry-Riddle Aeronautical University

Public Law 91-219, which was enacted March 26, 1970 changed the requirements for enrollment of Veterans and servicemen in flight training courses.

The eligible person must now POSSESS A VALID PRIVATE PILOT'S LICENSE to be ELIGIBLE for ENROLLMENT. The equivalent in flight hours may not be accepted for future enrollments.

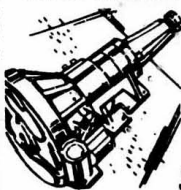
Certificates of Eligibility issued prior to the date of this letter, without this restriction specified, will be honored on the basis of the equivalent in flight hours. However, any further enrollments of veterans should not be accepted unless you have a copy of the Private Pilot License in your file

Until such time as the enrollment certification form is revised, you should attach a statement to each enrollment form certifying that the veteran does have a private pilot license. The number of the license should also be shown.

Guy R. Nichols
Adjudication Officer
Veterans Administration
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STUDENT INSURANCE RATES INCREASE

All students are advised that the hospitalization coverage requirement still stands. Due to an alarming experience factor over the past two years, the question of continued coverage at the same rate has been brought to the fore. Given the option of reduced coverage or the same coverage at increased rates, the decision has been made to continue the same coverage at increased rates. The increases are as follows:

SINGLE STUDENT - from \$11 per trimester to \$12 per trimester.

STUDENT AND SPOUSE - from \$16 per tri to \$25 per tri.

STUDENT, SPOUSE, AND CHILDREN - from \$27 per tri to \$40 per tri.

These charges reflect the loss rate table as developed on the period covered. As before, individuals who provide proof of hospitalization coverage from other sources will not be required to purchase such coverage through the University. Any questions about this program should be directed to the Dean of Student's Office.

* * * *

WHAT'S UP?

BY ED HEWSON

There has been some recent grumbling around ER about general testing procedures. Seems as if those who so desire can obtain copies of tests. In many cases it is not even cheating as some in-

structors are utilizing the same test trimester after trimester. In other cases there is a "leak" somewhere.

Anyone ever stop to think who is the biggest loser in the cheating syndrome? Your fellow students drop on the grade curve, instructors can't fairly evaluate their curriculum or methods of presentation, and the school is injured when "Mr. Sly" hits the labor market. However, this is all secondary. The cheater's loss is immeasurable!

How do you solve such a problem? Uniformed security police? F.B.I. clearances for all having access to tests? Save this until other ideas have been exhausted. Those of you who are concerned might mention the fact to the Student Life Committee or Dr. Sain. One might even climb the "chain of command."

CAUTION to those who indulge, as you might leave Riddle a mental midget.

* * * *

A look at universities in general shows a significant lessening in alumni generosity. According to the Princeton Alumni Weekly, "the amount donated and the number of donors in 1969 declined more than 10% from the preceding year." It seems a similar plight has engulfed many of the country's universities.

Those analyzing the situation seem to feel that the increasing radicalization of the univer-

sity and its use as a forum for airing partisan political views may be the reason.

I wonder how our alumni are contributing? If radicalization of the campus is the reason for the general decline, Riddle's alumni gifts should be at least 700% above the national average.

* * * *

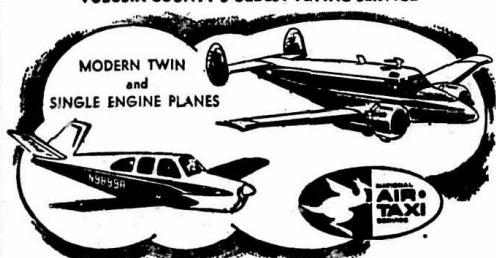
As I had suspected, faculty and students of some of the other academic institutions in the immediate area have had a laugh or two over our name change - Institute to "University." Can you really blame them? After all, we were just getting some credibility as a college when we were thrown into the university category.

What in the world was wrong with Institute? MIT VPI, Webb Institute of Naval Architecture, and a score of other schools don't seem to mind.

I have heard it was done to improve our image. I hope it has not destroyed it!



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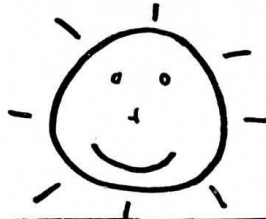
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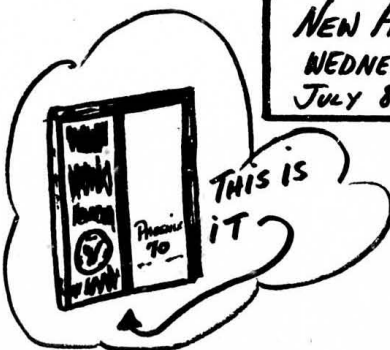
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THIS IS
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SGA SPOTLIGHT



BY SID BARLING
DAN SMOCK

The AVION SPOTLIGHT now aims its beam at Dan Smock. You know, the little guy with long hair who has done so much for the school.

Dan has survived the turmoil of 3 trimesters in the SGA Senate and for the last 2 trimesters he has been chairman of the Conduct and Grievance Committee, a thankless, often disgusting job.

Dan represents the applied math department, a subject in which I am so hopelessly lost that I can not even comment on.

Dan wants to gain a knowledge of student government and to satisfactorily represent the students in his section. He feels that the only way to get something done is to be a part of it, and he also feels that running for an office is the best way to accomplish the feat.

Dan is proud of our SGA and believes that it IS getting things done.

He entered ERAU the summer of 69 and hopes to graduate sometime in 1972. Besides being active in the SGA Dan is a member of the "PHOENIX 70" staff and also is President of the Dorm 2 Council.



* * * *

ROBERT T. ANDERSON

Bob entered ERAU September of 1968 and tackled the management program. While active around campus for all of this time, he has decided to take a speaking part in the governing body of our University.

This is Bob's first try as a senator, representing the management end of our school. His hope is to further the interests of the student body that he has been elected to represent. In fact, that was the deciding factor which determined his running for the position of senator.

Bob hopes to graduate in April of 71, so the student body can look forward to his responsible leadership for quite a while yet.

Bob is a member of Alpha Eta Rho, the national professional Aviation Fraternity, which has played such an outstanding role at Embry Riddle.

LETTER OF DISCONTENT

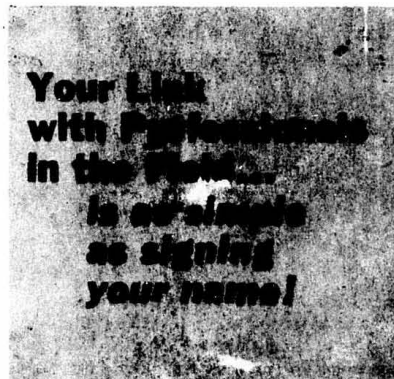
The following is an article from a 1965 issue of the JETSTREAM, the old student newspaper. As you can see, Embry Riddle is the same as in preceding years with this difference now it costs you more to gripe about the same things!:

"An army without a leader is a mob." What a sick analogy to an institution of higher education. In the first place most of the students enrolled at Embry Riddle have already done their time in the service and accepted a discharge because of dislike for regimentation, secondly, the student is paying to attend school - if the school was paying the student to be here, it would have the right to lay down a militaristic jurisdiction.

Furthermore, we the students, are always being told to shape up and get organized. What about our illustrious administration? Don't they need any organization? With less than 35 days remaining in this present trimester, how many of you graduating students know when or where the commencement exercises are being held? None of us know this information because the administration themselves don't know anything about it. If this is organization, I would hate to see what disorganization is like.

Look for a moment at Embry Riddle from the eyes of a prospective student. He arrives here, on campus

CONTINUED NEXT PAGE



TO: The ERAI Student Branch of American Institute of Aeronautics and Astronautics

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EMBRY-RIDDLE MAILROOM

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NAME-----
ERAI BOX #-----

DISCONTENT CONTINUED

with the intentions of enrolling next trimester. The new student is shown the beautiful flight line, the A & P shops, and last but not least, the Engineering facilities. What type of impression is left with this prospective student? At first glance he sees an excellent opportunity for an education. After arriving and enrolling for classes he learns within a few weeks that he is either receiving a preview of army life or a reindoctrination to the life he let Uncle Sam keep.

How long will a student accept this treatment while paying almost \$22.00 per week for tuition alone

What about the promises we heard at the end of last trimester about the improvements at the new Daytona Beach location? The greatly enlarged library, the better classroom facilities, the rosy picture of the dormitories? The only "enlargement" in the library was the combination of the old A & P Library and the old Engineering library. To acquire a basic minimum library collection would cost too much money for our administration to spend at this time. What type of research can be done in the so-called library we have?

You people who have taken physics or chemistry laboratory courses at Embry-Riddle know what the lab equipment is like. How can a person get even a basic understanding of fundamental physics principles, the foundation of all engineering work, with the 'jury rigged' equipment we are forced to use.

Next trimester there will be over 100 new engineering students alone. What has been done to arrange class and instructor facilities for this tremendous influx of new students?

The administration made an excellent decision when Mr. Uhlig was appointed as Acting Dean of Engineering. Why, less than two months later has Mr. Uhlig turned in his resignation? Mainly because the basic necessary changes for better-

ing the school would cost a few dollars and some extra work. What is the expenditure of a few dollars when the education of possibly thousands of people is at stake?

In closing this article I want to ask a few more pertinent questions. How long is industry going to accept the standards of Embry Riddle when shopping for new personnel?

I ask again, how can students get organized without an example and some help from the administrative branch of the school.

Don Tshundy

* * *

PHOENIX 70

The PHOENIX '70 will be out very shortly and it promises to be the best book ever. The editor of the PHOENIX 71 has been chosen. He is John Delafosse, an Aeronautical Science student with three more trimesters left at Embry Riddle. John is looking way ahead for next year's PHOENIX. He is

currently taking applications for positions on the PHOENIX 71 staff. If you have had any past experience with the Yearbook business or if you have a sincere desire to work on the staff that will be really going places, please fill out the application below and return it to: ERAU Box 351 as soon as possible.

NAME _____

I HAVE EXPERIENCE IN THE FOLLOWING FIELDS _____

I WOULD LIKE TO HAVE THE POSITION OF _____

I WILL BE AVAILABLE TO WORK ON THIS STARTING DATE _____

I DON'T HAVE EXPERIENCE, BUT I'M WILLING TO GIVE THE PROJECT A TRY _____

Thank You. John R. Delafosse, Editor-in-Chief-----



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STEAKS AND BEER OR THE AVION COOKS OUT



Dave McCall, the AVION's rather round editor, held a rip-roaring bash of a barbeque on Saturday, June 20, 1970.

Among other activities were home movies, a corn eating contest (won by the "Living Mashed Potato"), and body surfing competition.

The staff had a great time, to say the least. Anyone wishing to join the fun should see Round Dave for further information.



EMBRY-RIDDLE AERONAUTICAL INSTITUTE
Dean's List Students
Spring Trimester 1970

EMBRY-RIDDLE AERONAUTICAL INSTITUTE Honor Roll Students Spring Trimester 1970

Storey, Gregory L.
Froede, Lawrence F.
Jones, Garland E.
Laudien, Eckehard
Ducote, Raymond J.
Noren, Dean F.
Houghtaling, John Bruce
Williams, Paul Harvey
Spinniken, James David
Tiedt, Neil F.
Gabbard, James C., III
Clegg, Charles A.
Guidoboni, Frank J.
Murray, June E.
Downs, Joseph Allen
Nelli, Gregory John
Parker, Frederick W.
Adikes, David W.
Sconyers, Paul C.
Coots, Harry V., Jr.
Crane, Marhlon D.
Feliu, John E.
Balmer, Richard C.
Bourland, William P., Jr.
Hooper, Richard M.
Boersma, Tom Alan
Henderson, Thomas L., Jr.
Cifune, William E.

Hess, James D.
Pino, Samuel A.
Poisson, Norman A.
Robinson, Marvin K.
Rosser, Charles R.
Saxton, Robert L.
Sweeney, Lawrence M.
Hanson, David Jacobs
Louthen, Robert P.
Keefe, Chad H.
Lewis, John H.
Berman, Robert Alan
Pittinger, Charles
Chapman, Horace W., Jr.
Dickinson, Wayne L.
Mueller, Donald E.
Platzer, Daniel W.
Riley, Edward F.
Andler, Irwin M.
Jillisky, Leo R.
Wing, Bruce D.
Sicotte, Roland R.
Fisher, Crag Scott
Andrews, Reginald D.
Beran, George C.
Ingold, Terry L.
Birch, John Albert
Fish, John Mitchell

Chirich, Robert
Hardesty, Robert C.
Shashaguay, James H.
Eggenschwiler, John H.
Stackpole, Brian John
Keiter, Ira D., Jr.
Limoge, Maurice M.
Groswald, Douglas E.
Spangler, Gary M.
Isenburg, Thomas F.
Canales, Antonio F.
Rose, Dennis W.
Chare, Emmett N.
Zahrt, Marcus L.
Casale, Joseph A.
Woodbeck, Carol Edwin
Hewson, Edward Ernest
Kuhn, Robert A.
Issler, Paul W.
Saunders, Michael R.
Johnson, Gary F.
Richards, Thomas P.
Jarry, Richard C.
Leonard, Michael R.
Gelston, Todd H.
Clay, John William
Moen, Lee B.

Grinberg, Raffael
Willems, Ricardo
Adams, Robert F., Jr.
Peterson, Paul E.
Acker, Jeffrey E.
Bynum, Melton Duane
Walker, Jessie Lee
Hornburg, John Robert
Saunders, Keith B.
Bonnett, Charlie D.
Lloyd, Douglas E.
La Bow, Charles M.
Schott, John Frederick
Smock, Danny Joe
Weiser, Gregory K.
Martin, Stuart M. J.
Kessler, Daniel A.
Sandh, Robert F., Jr.
George, Rodney W.
Harvey, Michael T.
Kuhrt, Kenneth Roger
Rumans, Earl W.
Gotwald, David E. S., III
Anderson, Gary W.
Jones, Andrew B.
Mosher, Paul W.
Venning, Emmett H.
Paul, Vernon Haruo
Rouse, Richard F.
Carey, Jeffrey B.
Hodgson, George Ellis
Dupont, Ralph M.
Shelfer, Edward E.
Miller, Joseph P.
Collins, Jan S.



Editor.....Dave McCall
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THE AVION

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