

# THE AVION

Sponsored by the Embry-Riddle Aeronautical University  
Student Government Association

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## MANSON NAMED VICE PRESIDENT

DAYTONA BEACH, FLA...Oct. 1, 1970...the Board of Trustees of Embry-Riddle Aeronautical University has elected Mr. Hugh B. Manson to the office of Vice President - Business and Finance, effective October 1, 1970, it was announced today by university president Jack Hunt. In this position Mr. Manson will be responsible to the office of the president for the business administration and financial affairs of the university.

Mr. Manson joined the staff of ERAU last March in capacity of business administrator. He was born in Darien, Georgia, attended grammar school and Robert E. Lee High School in Jacksonville, Florida and the University of Florida from 1934

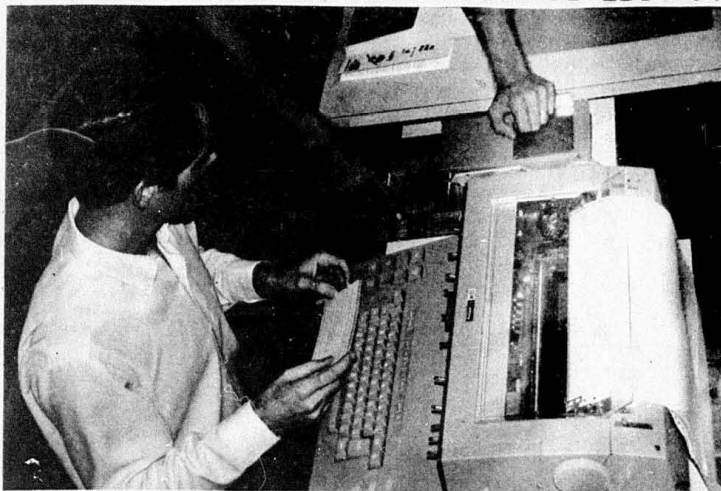
through 1938. He graduated from Georgia Institute of Technology in 1951 with a BSAE. Mr. Manson entered the United States Air Corps as an aviation cadet in 1938. He earned his pilot's wings and was commissioned a second lieutenant in 1939. He remained in the service and retired in 1969 with the rank of Major General, USAF. He and his wife (Lucy Fudger Manson of Jacksonville) have one son, Robert Bruce. Mr. Manson's father is deceased and his mother, Mrs. Sarah E. Manson, lives in Darien, Georgia. He is a member of the Daytona Beach Rotary Club, Daedalian Society, Society of Experimental Test Pilots, Georgia Tech Alumni Association, and Phi Delta Theta Fraternity

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HUGH B. MANSON

## COMPUTER ENTHUSIASM HITS!



PROGRAMMING STUDENT, RICH DUNN, RECEIVES INSTRUCTION ON THE COMPUTER CONSOLE IN THE GENYSIS BUILDING.

Fascination, frustration and learning are the ingredients of a challenging new course, MA 209, Introduction to Computer Programming. Being offered for the first time this fall, approximately fifty students from Math, Engineering, and Management are enrolled. One of the unique aspects of this

offering is the computer facility.

Embry Riddle is sharing with University of Florida Genysis the use of UF's Data Link System. Key punching of the programs is performed at ER's own Computer Center, while the programs are run on Genysis' card reader and con-

sole. This console allows the student to run and correct (debug in the jargon) his program in one step. The advantage of this type of system is that the student can immediately see the mistakes and communicate with the machine to remedy the program. The results of the perfect program are printed instantaneously with a smile of satisfaction from the successful programmer. The Genysis Data Link is connected to the mammoth IBM 1030 computer in Gainesville.

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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

### Presidents' Corner

"Hanger 2", the tentative name for the beer palace at Dorm 2, will not go into operation this trimester. There has been a lot of work put in by the SGA, Vets Assoc. and Administration last tri and this one to make it a reality. But the legal paper shuffling makes it almost impossible for "Hanger 2" to be in operation before the start of the Jan. trimester. It will be a reality, so just hang on.

The Administration has requested the aid of the local law enforcement in stopping the dragging at night at the Academic Complex. Whether it is ERAU students, local guys, or tourists doing it, they can still expect a greeting from one of the police force and a talk with a judge. The fall trimester is a bad time to mess around in DAB because there are few tourists and many ERAU students. The rest of the year this town is fairly crowded and the police have other problems. It is not that way now. If you do get stopped remember the word "Sir". Yes sir, No sir, Thank you sir. It may not stop you from getting a ticket, but it goes a long way in helping to keep the cop from getting writers cramp when he fills in your violations.

The new ring design and the company who will be making them will be finalized next week. After that time we will be taking orders for rings once more in the SGA office.

*Terry Miner*  
Terry Miner  
President  
SGA

## INSTRUCTOR PERFORMANCE

BY LINDA COLGAN

Grades are a brilliant way of measuring how much material a student has absorbed over the course of one trimester, being able to determine how well he memorizes the night before an exam, or how much "inside" information he is able to obtain before a test, or maybe even how much he has actually understood about the material and, therefore, learned

An instructor, being the giver of grades, is also the stimulus to the means by which a student will receive them. He should, of course, be capable of teaching his subject matter so that students will learn from him and retain the important points of that course.

This university needs better teachers or, should I say, teachers who are instructing in a field with which they are familiar. I do not appreciate having an instructor apologize to our class because "this really isn't my field" or "I'm new at this" after three or four weeks of class and an exam that has proven to be about as unchallenging as that course.

I believe that there are an adequate number of good minds among our student body and I do not think that this is a "last chance" college for academic drop-outs, as I have heard more than one instructor say. Also, I do not think that students on this campus are given enough credit for our minds. We wade through courses that teach us nothing more than to read the textbook and pick out important points, and come to class not because we will learn anything other than quotes from the book, but because of our cut system.

A teacher must be more than what is in a book. He must maintain interest, encourage the student to think beyond the written word, to like learning. Students with good minds need to be given the opportunity to have the challenge of understanding and applying the subject matter to real-life situations. A teacher must know his field and be able to present the material so that a cut system will not be the sole means of filling his classroom.

There are not enough instructors on this campus who encourage us to think on our own, particularly in Management, an area in which decision-making is of primary importance. We must be taught to be flexible with our knowledge, to relate principles and theories to different situations and to retain what we have learned.

I am tired of teachers who do not encourage participation in class, who do not add anything to the text, who will not answer questions adequately, who have no faith or interest in the students they are supposedly teaching, and who offer no challenge toward learning and then are disappointed when students lose interest.

I suggest that the faculty take a look at themselves and re-examine their methods of instructing, the enthusiasm of their students, the material they are presenting and, most important, their reason for being in the classroom.

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October 6, 1970

Editor,

In the field of Aviation, a true manager has complete insight and understanding of all the variables pertaining to his duties and responsibilities. There seems to be a complete breakdown in the area of the Airframe and Powerplant Technician among the students of management here at E.R. The A&P Tech. is not the "grease under the fingernails redneck" that seems to be the common consensus here on campus. In the field, actually, the A&P Tech. is a highly skilled, trained and knowledgeable individual whose opinion may well make or break the schedule set up by operations planning. This fact is all but well known, and among management officials in major airlines, something that is dealt with in a manner that best brings out the full capacity of the A&P Tech. They realize the full potential of a smooth running maintenance system, and rely on the resourcefulness of these individuals to keep it that way.

This awareness of the fact that A&P Technicians are one of the most dedicated, creative, and responsible components of aviation today, will give our eager and objective management graduates a head start on one of the many facets of Aviation Management that is not all that well understood until once in the field.

MICHAEL WINTERS  
AIRCRAFT MAINTENANCE  
MANAGEMENT

## FLIGHT LINE TURMOIL by STEVE AVERY

The flight line this trimester is in turmoil due to some unknown reason. Last summer several planes were hung due to the decreases of flight students. This trimester flight students have encountered the never-ending red tape of obtaining an aircraft, flight instructors, and other necessities now required by the administration.

The new computerized scheduling system now in use has apparently blown its proverbial transistors. Students are lined up in front of the dispatcher's window just as they were before the introduction of the system. In some cases the flight students are delayed even longer in obtaining an airplane. More affidavits are required of the students; therefore, taking more of the student's time.

The aircraft situation could possibly be solved by purchasing a few more aircraft to compensate for the present demand. I conjecture that the burden has been placed on the students in the past.

Several part-time flight instructors are over worked as they are flying almost to a full-time capacity. Besides missing classes they are paid considerably less than full-time instructors.

The credit hours given for flight courses are not up to par with those of other accredited colleges. Approaching the administration about raising the

CFI course from the present one credit to a four credit level, I have found them passing the "buck" from one board to another without any action. An average flight student is on the flight line approximately two hours for each flight. This involves waiting for aircraft, pre-flight, flight and re-scheduling. This warrants an increase in credit hours.

The flight line will always have some difficulty throughout its existence. Mr. A.C. Gackes and Mr. Joe Walker and the entire flight department should be acknowledged for making Embry Riddle a name in aviation. Mr. Smith and crew of the maintenance department should be congratulated on the excellent safety record they hold.

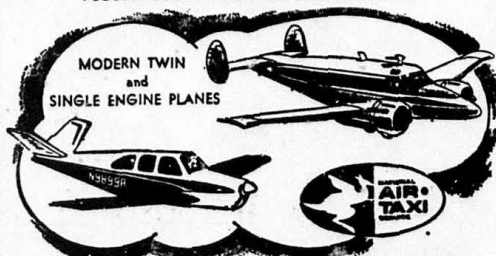
Embry-Riddle has great potential for the future and suggestions from its students should be a matter of course.

There is a definite need for more trained flight personnel. To have a good operating function you need top men in their field. There is also a definite need for new hiring procedures. Men of a responsible background should not be kept waiting for days upon the decisions of the administration.

Embry Riddle is a young college in Dayton, and I believe it is feeling a few growing pains. Perhaps with some constructive criticism the pains can be made easier to bear.

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## IF YOU WANNA RACE, GO TO DAYTONA ANNOUNCEMENT

Students have been drag racing cars and motorcycles at the Academic Complex parking area and Dorm 1 parking area. Several drivers have had near accidents. Others endangered themselves and persons in the area by playing hide and seek with the security guards while tearing around recklessly in cars or on motorcycles.

It would be extremely difficult for the school to explain to parents why a son was critically injured or killed while driving on school premises. Because we do care about our students, we are asking the Daytona Beach Police Department and the Volusia County Sheriff's office to assist us in enforcing safe driving procedures. Effective immediately, the police officers will patrol the Academic Complex and the Dorm 1 parking areas during the evenings and on weekends.

## AN ARAB VIEW THE MIDDLE EAST:

BY HASSIB ARIDI

Many opinionists of the Western world have thought that the hijacking of the planes last month as a definite act of aggression. I would like to remind those people of the thirteen civil aeroplanes that had been destroyed by Israel last January at the Beirut Airport, capitol of Lebanon. Many ask about the American, British, and Swiss planes interference. Whenever the Palestinians attack Israel they must defend their cause and they will defend it. This is one reason why they feel that they can do what ever they want in order to reclaim Palestine.

Since the Zionist aggression in 1948 every Palestinian who has been a derivative of the camps has asked why he was born there. He asked many times why doesn't he have a home and a country. The contemporary Palestinian now does not have to ask these questions. He carries a machine gun and fights for his country.

Myself, first as an Arab and second as a Lebanese I damn war anywhere on the earth and especially in the Middle East. The Land of the Prophets Jefferson once said, "I have sworn upon the altar of God, eternal hostility against every form of tyranny over the mind of man."

Last Monday the United Arab Republic, the Arab Nation and the whole of humanity have lost one of their most precious, most courageous and most sincere men. He was President Gamel Abdel Nasser who stood in the arena of struggle fighting for the unity of the Arab Nation and for the day of its victory. I am sure that if there is nobody to take his place, there is somebody to follow his deeds and to do what he wants. Of course, the whole world is looking and wanting peace.

### FIRST AID COURSE

A first aid course, sponsored by the American Red Cross will be offered to all Embry Riddle students or faculty who would like to train for their standard or advanced first aid certificates.

The standard course, ten hours total time, will begin as soon as 20 persons apply, time and place to be determined by those enrolled. The instructors for the course will be Emmett O'Hare, an ERAU student and Carlton Smith, Volusia County Deputy Sheriff.

An advanced first aid course will be offered if enough interest is shown. It requires 16 hours to complete and covers the more intricate phases of first aid training. In addition a water safety or boating class can be set up in conjunction with the advanced course.

Any student or faculty member interested in the first aid courses please contact Emmett O'Hare at ER Box 1222 or Dorm One, Room 117. Phone: 255-1366

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## SAFETY TIPS FROM SID

This weeks' article has to do with how one might best use his visual acuity in reference to other aircraft (or birds, for that matter) in flight.

Captain James R. Hanson writing in the January 1970 Airline Pilot, made some suggestions that are as useful to general aviation pilots as to airline pilots. I have extracted the following:

"We all, whether realizing it or not, set up a collision course with some point on the ground when we approach for a landing. If this spot rises on us, we will undershoot, if it moves towards us we are overshooting."

In the air the same holds true. When we see another aircraft and it has movement-left, right, up or down- we know that

CONTINUED NEXT PAGE

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we will not collide. We will pass off opposite to the direction of observed movement. The rate of movement governs the margin of separation.

This means that any turn, climb or descent we make that increases the rate of movement also increases the separation. This maneuver need not be violent except when there is a high rate of closure and the aircraft stays in the same relative position

There is one important thing to remember, YOU CANNOT HIT ANYTHING WHICH HAS MOVED OUT OF THE SPOT FROM WHICH IT WAS FIRST OBSERVED. It must become stationary at some point in order for there to be a collision. A difference of altitude is all that is needed to avoid a collision.

A most common error is turning in the wrong direction and a consequent increased chance of collision. A good rule to follow is to turn toward the other aircraft and keep him in sight as long as possible, is still the rule in visual collision avoidance. By keeping him in sight until the danger is past, you remain in control of the situation."

Some points to remember are:

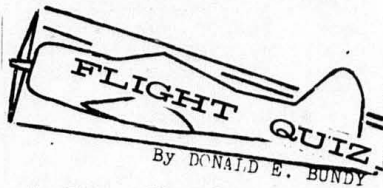
A. When head on and in level flight-go down and turn right. Down to keep him in sight and turn so that if he sees you he will react in an opposite turn. (The right turn is a FAA regulation when meet ing an aircraft head on.)

B. If you see an aircraft head on but are uncertain of his altitude, look for the following signs. If any underbelly or underwing shows, you should go down and turn right. If you see any part of the top of the aircraft, you climb and turn right. This is one time when you lose sight of him, but you were already projected to be above him so you are increasing the separation by making him move faster.

A point to remember when looking for called targets is to area seen. Pick an area and stop your eye movement. In this way

you will pick up anything moving across this area. In other words, look and stop, look and stop. By virtue of its movement, we know it is not a potential collision UNLESS he makes a change of direction which will slow his apparent movement or cause him to become stationary.

The moving target attracts attention and so it is not as hard to see, but the stationary target does not attract attention and is the only one where a mid-air collision exists.



1. The radiated test signal of a VOT is used by tuning the receiver to the published frequency of the test facility. With the Flight Path Deviation Indicator (FPDI) centered the omnibearing selector should:

- read 180 degrees with the to-from indicator being "TO"
- read 360 degrees with the to-from indicator being "TO"
- read 0 degrees with the to-from indicator being "FROM"

2. When operating IFR within controlled airspace with an altitude assignment of "VFR-ON-TOP", an altitude flight level appropriate for:

- VFR flight is to be flown and flight is permitted in airspace such as PCA, ISJTA and certain restricted areas

- IFR flight is to be flown and flight is not permitted in airspace such as PCA, ISJTA, and certain restricted areas
- IFR flight is to be flown and flight is permitted in airspace such as PCA, ISJTA and certain restricted areas
- VFR flight is to be flown and flight is not permitted in airspace such as PCA, ISJTA, and certain restricted areas
- If power is held constant, there would be greater adverse aileron yaw in the:
  - entry of a steep turn
  - recovery from a steep turn
- An aircraft is entering a spin to the right, which wing has the highest angle of attack?
  - the down going right wing
  - the up going left wing
  - neither wing, both have the same angle of attack
  - both wings are completely stalled with the same angle of attack
- A skidding turn would cause an Attitude Indicator to precess toward the:
  - outside of the turn
  - inside of the turn

#### ANSWERS TO FLIGHT QUIZ ON PAGE 9

*Happiness is...seeing the muscle bound bully who kicks sand in your face at the beach walk hand in hand with another muscle bound bully.*

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# ΣΦΔ AHP ΔΧ ΣΧΔ

## SIGMA PHI DELTA

sigma phi delta

The Professionals of Sigma Phi Delta had another busy weekend.

Friday night we had our first professional meeting of the year. Ray Alfonso, Committee Chairman, showed two very interesting films on the Russian Cosmonauts. Ray also gave a short talk on the infrared sniper scope. He was going to give us a demonstration on the sniper scope from the Science Department, but the power unit was not working.

During the rest of the trimester, we will have more professional meetings. Everyone will be invited to attend. The dates of each meeting will be announced in our article of the Avion.

After our professional meeting, our pledges raided the Frat house in an attempt to take two brothers for a ride. Like always, the ride turns, and two pledges, Chase Dradley and Jim Burchfidd, ended up going for a ride to the Deland Airport. It was a lot of fun for both the brothers and the pledges. Better luck next time. pledges!

This past Sunday was the opening game of the IFC Football League. We started the season off on the wrong foot with a loss to Sigma Chi Delta. We hope to be better organized the next time we meet.

That's all from the S. P.Ds.

## ALPHA ETA RHO

BY BOB DUDEN

The hurricane season is upon us and like the eye of the storm, all was deathly quiet at the Rho House this weekend. The high time of the weekend came Saturday morning, when our house mother, Dixie, chased a rat through

the attic. All the Brothers had a great time, except brother George - he thought the rat was cute.

Sunday marked the beginning of a bright new season for Flash and his three blocks of granite on the gridiron. Can anybody use ten pounds of broken rock? Yes, we upheld our glorious tradition and lost another football game 13-6. We did make the score close, however, as our opponents Delta Chi, really had to sweat it out. Trailing 7-0, quarterback Jesse Kukier threw a thirty yard scoring strike to Bob Duden. That, however, was all the scoring we could muster up as the boys from across the street rolled up another TD in the closing seconds.

As of this Friday, our pledge class has been with us for a week. Good luck, guys, and stick it out. If you don't mind losing a few football games, the end results of your labors will be well worth it. I would also like to extend a warm welcome to all our transfer brothers - even those we haven't met yet. Please feel free to drop in and say hello, or try to make our meeting Monday night at 7:00 PM.

Before I close: beware, Sigma Phi, we haven't turned our secret weapon loose yet. Maybe next week it'll be hungry enough. Sixty dollars buys a lot at the Bronx Zoo. If only we could teach it to carry a football.

\*\*\*\*\*

## DELTA CHI

BY MR. KIMBLE

Last weekend proved to be one for little sleep, but much fun for the brothers and pledges of Delta Chi. Friday was marked by parties at both the fraternity house and brothers Lombardo, Pegelow, and Prices' house. Neither of these parties were planned, but both turned out to be pretty wild. Saturday was pretty quiet, although the normal fooling around went on into the early hours of Sunday morning.

Sunday afternoon marked the first interfraternity football game. We took the field against the Rho boys and pulled a 13-6 victory out of the game while managing to keep our selves free from any permanent injuries. There were a lot of happy Delta Chis' around our house since this was the very first victory for us.

Monday night was our first meeting with the new pledges. It looks like we've got a great bunch of guys who are really interested in Riddle and the fraternity.

The rest of the week was occupied with the brothers and pledges getting to know each other and in teaching the new pledges some of the important things about the fraternity.

That's about all from Delta Chi. See you next week.

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## SIGMA CHI DELTA

BY DAVE WILKINSON

This week we are happy to announce the selection of a new Sigma Chi Delta Sweetheart, Nancy Howell a senior at the University of Florida and member of the Zeta Tau Alpha Sorority in Gainesville. Nancy was chosen for the 1970-71 University term. She will officially become the Sweetheart on Saturday, October 18. The Sweetheart celebration will take place along with the "Captain American Presentation". I know that all the Brothers of Sigma Chi Delta can say we chose "the girl of our dreams."

SHIP WRECKED?--The Brothers and pledges of Sigma Chi Delta were on Saturday night, along with their wives and dates. Everyone was totally enthralled with Brother Mike Busch's depiction of a shipwrecked voyage. After crossing the gangplank of the S.S. Titanic, we and our guests hunted for treasure on a jungle isle, which by coincidence, turned out to be a lagoon. The costumes reflected the state of affairs as the ship sank. Pledge Bill Jakeman and his wife won the best dressed couple contest. John Feliu easily took second place and it was a good thing the KKK wasn't having their monthly meeting in town.

As the Interfraternity gridiron opened for action this week our team defeated Sigma Phi Delta 7 to 0. The engineers should be proud of their outstanding effort in the game. Coach Chris Sherr, who spearheaded our recent victory, is now suffering from a knee injury, but will hopefully be back in action soon.

This past week we were happy to host Mr. Harry Hallock from Sigma Chi International Fraternity Headquarters. We enjoyed his visit and hope to have him back with us soon.



gamma pledge class

BY OLLIE GAGNE

Well, here we are in our second week of pledge training and most of us are wondering what happened to last week. Time sure can fly.

Last Saturday night, Mr. Michael Busch entertained the survivors of the USS Leaky Tiki and we are looking forward to see what he has planned for the next social. Prizes were awarded for the best costumes. Gamma Class won both of them. Congratulations to Bill and Trish Jakeman who won 1st prize and to John Feliu who was 1st runner-up.

After the prizes were awarded, almost everyone wound up in the pool, with the exception of Guy Shore. How did you do it, Guy?

Speaking of Guy, (Alias Scrounge), we would like to thank a friend of his, John Rossiter, for the diving board he donated to the house. Thanks a lot, John, we really appreciate it.

In closing, we would like to thank Mr. Busch again for a great evening. Also, rumor has it that one of the actives will be trying out for the Olympic high-jump. How about it, Dave, any truth to it?

\*\*\*\*\*

## NEW FEMALE SENATOR



BARBARA GATHANY

Barbara Gathany, one of the new coeds from Bridgewater, New Jersey was chosen as a senator in last Wednesday's election of the SGA.

Before coming to Riddle Barbara attended the American University in Washington D.C. for two years where she was enrolled in Business Administration.

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## "WE TRADE TAPES & BOOKS"

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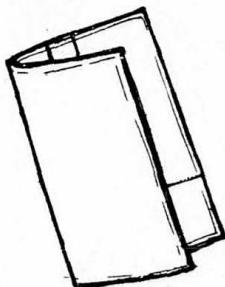
9-9 DAILY



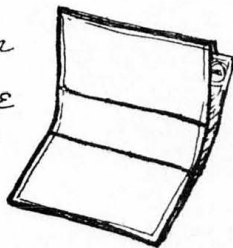
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## FEMALE SENATOR CONTINUED

Flying being her big love, Barbara decided to come to Riddle. She is working for her B.S. Degree in Aeronautical Science. Hoping to return to Washington D.C., Barbara wants to pursue a career in Flight Safety and work for the FAA or CAB.

Golf and tennis are enjoyed by Barbara during her free time.

## WHAT'S UP?

BY ED HEWSON

Several weeks back, two concerned students (Joe Downs and myself) submitted to the SGA, a well prepared, well researched report on academic standards. As far as I know, it was the first real student effort in the area of academic standards. Five major problem areas were defined, and general constructive recommendations were offered.

The SGA made and accepted a motion to accept the report. However, our illustrious SGA President vetoed acceptance of the motion on the grounds that

certain recommendations were not valid or were not within our alleged present capabilities. He does not feel that ERAU should meet the faculty course load requirements as established by the American Association of University Professors. I wonder how he justified his rejection of these standards - standards set by the most prominent professional organization in the academic world.

We are in school to get an education. Since we are the only ones who will lose if the school's standards are poor, we should make every effort to insure proper and effective academic standards. Are you aware of this, Mr. SGA President?

\* \* \* \*

Jimi Hendrix and Janis Joplin have gone to the happy hunting grounds via drugs. Think drug use advocates will get the message?

\*\*\*\*\*

*Happiness is...it not raining the day you bring your bike to school.*

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1. DOCKING, SAILING AND BEACHING
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3. AIRCRAFT PERFORMANCE DATA SHEET
4. EQUIPMENT LIST
5. INSTRUCTIONS FOR COPING WITH BAD WEATHER IN A SEAPLANE
6. SEAPLANE PILOTS RESPONSIBILITY WHILE OPERATING ON THE WATER
7. X-C PLANNING FOR SEAPLANE PILOTS
8. OPERATING IN RIVERS, WHERE THERE ARE CURRENTS; SMALL BODIES OF WATER AND WHERE THERE ARE NO BASES AVAILABLE.
9. CARE AND MAINTENANCE OF THE SEAPLANE AND THE FLOATS
10. CERTIFICATE OF COMPLETION AWARDED, SUITABLE FOR FRAMING
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12. LETTER OF RECOMMENDATION TO ANY OF THE ABOVE

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## Football Forecasts

Air Force 10 over Tulane;  
Alabama over Vanderbilt;  
Arizona 15 over Brigham Young;  
Arkansas 10 over Baylor;  
Auburn 7 over Clemson;  
Boston College over Penn State;  
Colorado over Iowa State;  
Colorado St. 7 over Wyoming;  
Florida over Florida St.;  
Georgia Tech over Tennessee;  
Illinois 7 over Northwestern;  
Kansas over Kansas State;  
Kentucky over Utah State;  
LSU over Pacific;  
Miami over Tampa;  
Michigan 7 over Purdue;  
Mississippi 14 over Georgia;  
Mississippi St. over Houston;  
Nebraska over Missouri;  
N. Carolina over S. Carolina;  
Notre Dame 17 over Army;  
Ohio State 14 over Michigan State;  
Pittsburgh over Navy;  
S. California over Stanford;  
Texas 7 over Oklahoma;  
UCLA over Oregon;  
Washington over California;  
Wisconsin over Iowa.



ANSWERS TO THE FLIGHT QUIZ

1-C; 2-D; 3-B; 4-A; 5-B.



# sports



BY DON NICHOLS

Intramural football started last Sunday and, for the first week, the teams did not look too bad. The first game was forfeited by the Routers to F Troop. The Beagles made short work of the Chargers with a 19-0 score in the second game, while the Jets defeated the Hot Nuts. The hardest played game was between Sigma Phi Delta and Sigma Chi Delta. Sigma Chi won by a 7-0 score, and much credit is due both teams for a hard fought and relatively clean game. In the last game of the day, Delta Chi defeated Alpha Eta Rho, 7-6. Although I was not present at that game, I understand that it also was a good game. As the season progresses, the teams will become more organized and will be playing even better ball. I would suggest that anyone wanting something to do on Sunday morning, stop by the field and watch some good intramural football.

In college football last week, more upsets prevailed. I am certainly glad that I am not a book-maker! Texas, number one in the UPI poll, just pulled one out of the fire against previously undefeated UCLA, 20-17. Ohio State, now number one in both the AP and UPI polls, had somewhat of a rough time with Duke in the first half, but finally won, 34-10. Mississippi, directed by the not too impressive Archie Manning made Alabama look like an unorganized sandlot team. This game was one of the most boring games that I have watched this season. Looking further into the

scores, Purdue upset previously third ranked Stanford, 26-14. Wisconsin, who had won one and tied one, upset and humbled Penn State, 29-16. That is two straight losses for Penn State. In a well-matched game, Georgia went down to defeat at the hands of Mississippi State 7-6. All other major teams such as the Air Force, S. California, and Notre Dame kept moving along, winning handily. Perhaps the games of the season to watch for will be Notre Dame vs S. California and Air Force vs Colorado or Stanford. In any case, some good games will be televised the remainder of the season, many of which will affect the national ratings. The games of the week are Texas vs Oklahoma and Stanford vs S. California. Oklahoma does not have an impressive record so far this season; but, I am sure Texas will have their hands full. Stanford will pull out all the stops against USC after last week's upset and this will probably be the toughest game played this weekend. The record for this column now stands at 43 right, 25 wrong and two ties for a percentage of .632.

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## INTRAMURAL FOOTBALL AT E-RAU

SOME SCENES FROM LAST SUNDAY'S ACTION



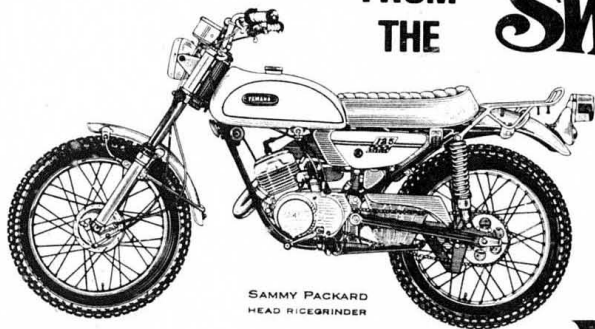
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## COMPUTER ENTHUSIASM CONT'D



The course is being taught by Mr. Iraj Hirmanpour of the Math Department. The two hour lecture covers basic concepts of algorithms, computers, programs and numbering systems. The course is focused on computing solutions of numerical and non-numerical problems. A two hour lab assisted by Bob Belinke and Cam McQuaid accompanies the lecture. In the lab period students work with the assistants to iron out program difficulties and to obtain a "good run."

Student enthusiasm has been running high. Steve Atha, one of the many management programmers, commented with gusto, "You get the theory; then the practical results in your hand - it's great!" Already Dennis Waltz, an engineering student and Sigma Phi Delta brother, put a program to practical use

by computing the interest particulars on a loan his fraternity house recently procured.

The only apparent problem with the course is the sharing relationship with Genysis. Now Embry-Riddle students are limited to use of computer facilities to night hours. The solution would be for Embry-Riddle to rent its own data link. Lab hours could then be more effectively utilized and students could run many more programs per trimester. Dean Borsari will probably look favorably on a request to rent our own facilities, since more students are expected to enroll in the computer courses.

\*\*\*\*\*

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Barrick, E.C.  
Bentham, A.  
Boyt, B.J.  
Correll, J.  
Crider, C.  
Dziagwa, R.  
Downs, J.  
Day, M.  
Eisenbach, G.  
Estes, P.M.  
Grandman, J.  
Haley, R.  
Johnson, R.  
Jackson, W.J.  
Jacob, K.  
Kratzner, G.K.  
Lewis, J.  
Morgan, T.T.  
Mack, P., Jr.  
Nichols, J.C.  
Ramsey, G.R.  
Sheffer, R.A.  
Sandl, R.  
Woznicki, D.  
Willems, R.  
Williams, P.H.  
Anderson, Robert T.  
Barte, Marc

CONTINUED NEXT PAGE

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FOLLOW THESE EASY INSTRUCTIONS TO THE SEAPLANE BASE. MOST OF THE ROAD IS INTERSTATE. ABOUT 100 MILES. TIME ABOUT 1:45. LEAVE DAYTONA ON I-4. TURN OFF I-4 AT THE LAKE ALFRED-WINTER HAVEN EXIT. PROCEED SOUTH TO US 92 (WEST). STAY ON US 92 UNTIL YOU PASS THE WINTER HAVEN AIRPORT, TURN LEFT AT THE SIGN FOR THE SEAPLANE BASE.





RECORDED  
2-25-74

# THE FIRST FLIGHT

BY GARY ANDERSON

"Wow! We're off the ground!"

"That's the first time I've ever seen anybody take off from the flight line. Do you do it often?"

"No, it's the first time I've ever been in a plane."

"Oh! What a coincidence! I've never been in one either!"

"Isn't that a little odd for a flight instructor?"

"I'm not an instructor! I thought you were!"

"I'll bet that explains the two guys who chased us for about a hundred and fifty yards on the ground."

"Well, what do we do now?"

"Let's fly over and ask that airliner what to do... Get me about six feet away and I'll yell out the window... that's it..... Hey there!...Aw, we scared them away."

"What happened?"

"That's the first time I've ever seen a 727 do a barrel roll."

"Jumpy, aren't they?"

"I've got an idea! Why don't we tie a note to something and drop it to the tower."

"O.K. We'll use this."

"That's a hand grenade!"

"Yeah, I'm a Vet. It's a little memento of the old service days."

"But it'll go off!"

"Not one of these babies! They won't go off unless you pull the pin. Here goes..."

"What happened?"

"Well, I have good news and bad news."

"What's the good news?"

"I hit the tower."

"What's the bad news?"

"It went off."

"Oh No! What could be worse?"

"I forgot to attach the note."

\*\*\*\*\*

BALI, JR. ON MASON AVENUE will have an "EmbryRiddle" feature on its menu to be published shortly. Just ask for Item 4...and you will get "Rich chocolate ice cream, nut pieces and creamy marshmallow topping"...It's called an "Embry Riddle"...wear your calories in good health, friends!

\*\*\*\*\*

Misery is... finding out that your blind date really is.

# ERMAC

The Embry-Riddle Model Airplane Club will sponsor a model airplane contest on the parking lot of the new academic complex all day Sunday, October 25.

The model airplane club uses the western, part of the parking lot every Sunday for model flying. Any school activity which would use this portion of the parking lot should notify me in advance so the modelers can make arrangements to fly elsewhere.

Daniel D. Sain



Misery is... your 1st year of college and finding out that there are only 17 girls at school.

the "super-duper"

## Skybrick 208

from

### Selznick

THE BIG SINGLE-ENGINE AIRPLANE FOR A WHOLE BUNCH OF LITTLE SINGLE-ENGINE AIRPLANE JOBS (Provided they're all going to the same place!)

In only a matter of minutes, the 2,000 cu. ft. cabin, accessible through a passenger door on the left side of the fuselage, is converted from a 20 seat passenger plane to a 19 seat cargo hauler. An optional 300 lb., 12 ft. cargo pack may be installed to further expand volume capacity. (NOTE: Cargo pack itself weighs 296 lbs.) The 208 is powered for big loads with a 521cid, 5cyl, coal-injected Daimler-Benz steam engine, rated between 157 and 273 horsepower, depending on the grade of coal used. The standard 208 will cruise at speeds up to but not including 26 mph and take off after a run of 11,000 ft. The Turbo 208 can easily operate from airports and perform on standard days. At its 25,000 lb. gross weight, it climbs like a pelican with a mouth full of buckshot and has a service ceiling of 55 ft. The Turbo 208 can reach a top speed of 29 mph and cruise at a speed of 23 mph, with 110% power at 32 ft. MSL.\*

CAPACITY: 20 Full sized adults, 2 eskimos, and a kangaroo  
 - or -  
 75 Puerto Ricans  
 - or -  
 20,000 Gallons of crude oil

\*All performance figures based on non-standard day at Bismark, N.D. (all aircrafts are crated and shipped F.O.B. Skagway, Alaska.)

the "SUPER DUPER SKYBRICK" 208  
 another BIG SUCKER from

### Selznick

20 SEAT PASSENGER PLANE

19 SEAT CARGO HAULER

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 Braun, ART  
 Barrick, Ernest C.  
 Boyt, Bernard J.  
 Bentham, Aubery  
 Conklin, John  
 Correll, James  
 Crider, Carlton  
 Denton, Michael  
 Dunn, Robert  
 Dietz, Ralph J.  
 Dziagwa, Ronald  
 Downs, Joe  
 Day, Myles  
 Ehrhardt, Clyde  
 Estes, Paul M.  
 Feliu, John E.  
 Grandman, Jack  
 Gorsin, James  
 Grieninger, Terry

Halvorson, John  
 Holland, William  
 Hurlbut, Sue  
 Hoyle, Mike  
 Hunter, James P.  
 Johnston, Donald  
 Kelly, Brian D.  
 Lamar, B.  
 Lapniewski, F.  
 Lumpp, William  
 Lonngren, Peter M.  
 Martin, Daniel  
 Maxwell, John W.  
 Moen, Lee B.  
 Mantzoros, N.G.  
 Neland, R.L.  
 Noak, Robert  
 O'Donnell, Thomas  
 O'Hare, Emmett  
 Olson, V.T.

Pounds, Jack  
 Rast, Robert  
 Reynolds, John R.  
 Rees, Daniel R.  
 Rue, Frank W.  
 Schiripa, Richard  
 Shaver, Murry  
 Sheehan, Dennis  
 Shelfer, Edward E.  
 Sherrod, Wm. D.  
 Sherwood, Warren  
 Shore, Guy R.  
 Snowden, Don  
 Steffen, Phil  
 Stoltzfus, Elmer  
 Stubbers, Dave C.  
 Thomas, Dwight  
 Vaughan, Dave  
 Walker, Jessie  
 Weisblat, Brian



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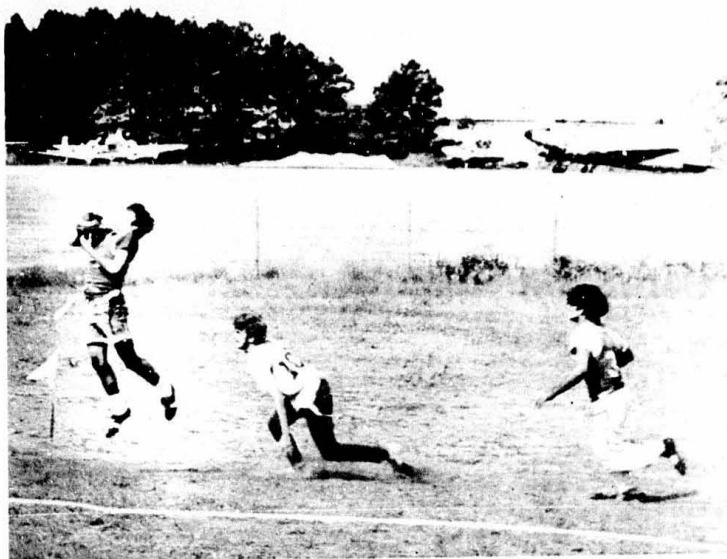
CONTACT: DR. W.C. AIKEN

OFFICE: 677-3113 DAY  
 HOME: 677-2511 NIGHT

# NOTICE

The following list of have out of date text books in the Used Bookstore. Please pick them up by October 30 or they will be donated to the library:

Anderson, Robert T.  
Bradshaw, Doug  
Bailey, Oliver  
Bland, Alfred  
Barling, Sid  
Boyt, Bernd J.  
Barry  
Boyle, A.  
Bennett, C.D.  
Berman, R.  
Binkowski, P.  
Clarke, Will  
Clark, Gary  
Currie, A.R.  
Cramer, R.A.  
Downs, Joe  
Ducote, Raymond  
Davis, Frank  
Dietz, R.J.  
Dunham, C.B.  
Digimas, John  
Deemer, Larry  
Eisenbach, Gerald  
Eliassof, Robert  
Grant, Howie  
Gunter, Tim  
George, Kent  
George, R.W.  
Gunnarson, Jan  
Gilbert, James  
Hood, Jerre  
Harvey, Mike  
Haley, R.  
Halvorsen, J.H.  
Jackson, W.  
Krusniak, R.C.  
Lutz, S.  
Lacy, J.  
Lang, D.  
Lepley, P.R.  
Lapniewski  
Lloyd, Douglas  
Mullen, G.L.  
Murphy, Edward  
Morgan, Thomas T.  
Moran, F.P.  
McMillen, John T.  
Mitchell, James W.  
Mack, P.  
Nichols, J.C.  
Olson, V.T.  
O'Hare, Emmett  
Paruch, Walter V.  
Perry, Lee  
Ross, Ronald  
Rosendahl, Greg  
Rupert, Dennis  
Redmond, Trish  
Swanton, Charles E.  
Schmidt, Roger A.  
Sicotte, Butch  
Simonson, Steve  
Spinniken, James  
Sowers, Craig  
Stoltzfus, E.  
Thomas, Dwight  
Vaughan, Dave  
Waugaman, Bob  
Welch, Merritt  
Whitten, C.H.  
Woodger, T.  
Watkins, Douglas F.



NEW SGA REPS

L. TO R. . . .  
FIRST ROW: GROSWALD; PUSH; FRY; FLETCHER; JABEMAN.  
SECOND ROW: MATLOCK; HARVEY; KNIGHT; GATHANY.  
THIRD ROW: DEVOY; WEISER; FISH; BRIGG; AMSTUTZ  
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CLOTHES**





# Senate minio minutes

recorded by: J.A. Rinkle

edited by: Paul Eddy

ALL PARKING STICKERS WILL EXPIRE DECEMBER 31. ISSUANCE OF NEW STICKERS TO ALL STUDENTS, FACULTY, AND STAFF WILL BEGIN DECEMBER 1.

October 6, 1970

The nineteenth regular meeting of the SGA Senate was held today in Room 108. The meeting was called to order at 12:15 by Speaker of the Senate Terry Owens. The minutes of the previous meeting were accepted as written unanimously.

Twenty-five newly-elected Senators were sworn into office by President Miner. Senators were reminded that three unexcused absences constitute dismissal from the Senate. A Senator's dismissal and the reasons for it will be published in the AVION.

President's Report. There have been complaints from the administration that students have been using the new complex parking lot as a drag strip at night. Students are hereby warned that police will begin patrolling the lot this evening.

Third Vice President. Ring designs will be finalized by the end of next week.

Coordinating. Vacancies created by Senators' resignations throughout the trimester cannot be filled by runners-up.

Old Business. Many students feel the Dress Code is not being enforced uniformly, and that it should either be enforced to the letter or dropped entirely. The question was raised as to why women are permitted to wear sandals on campus and men are not.

New Business. Complaints have been voiced that there is insufficient parking space near the Student Center. However, students are permitted to park in back of Building 3 (formerly the Engineering Building). The airport manager insists that the road along the Student Center be kept clear, since it is a fire lane. If the SGA did not ticket violators, the County Sheriff would be called in, and violators' cars would be towed to the county seat (DeLand).

Congestion at the intersection of Clyde Morris and the road to the new complex is a problem, especially at noon on Mondays, Wednesdays, and Fridays. The SGA is trying to obtain a traffic light or a policeman to direct traffic. It has not been determined whether this falls under city or county jurisdiction. It was pointed out that Mainland Senior High has its own patrol to direct traffic; it is unknown whether we would be permitted to do the same, since Mainland is county and ERAU is private. The Traffic Department will investigate this further.

A & P Problems. There is a possibility that there will be no afternoon A & P sessions, beginning either in October or January, and that students scheduled to go into SL-15 might go into SL-15, 16 or 17. The deletion of afternoon sessions would pose problems for students holding late-night or morning jobs, and those carrying academic courses in the morning. Jerry Nichols stated that Mr. Barrs feels more students will be taught in less time if afternoon sessions are dropped. Also, dropping afternoon sessions is standard practice when there are not enough students to fill up afternoon classes. SL-15, 16, and 17 need not be taken in order. Some A & P classes have over 50 students, and it is difficult to cover all the material in the time allotted with such large classes. A lower student-to-instructor ratio is being worked on.

The meeting was adjourned at 12:50.

CAMPUS PARKING MAP FOLLOWING PAGE...

# EMBRY-RIDDLE CAMPUS PARKING MAP

-  STUDENT
-  STAFF & FACULTY
-  VISITOR
-  MOTORCYCLE

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**PARK ONLY IN DESIGNATED AREAS. PARKING ALONG ROADS IS NOT PERMITTED**

**SIGN FOR SOCIAL EVENTS**

AVION

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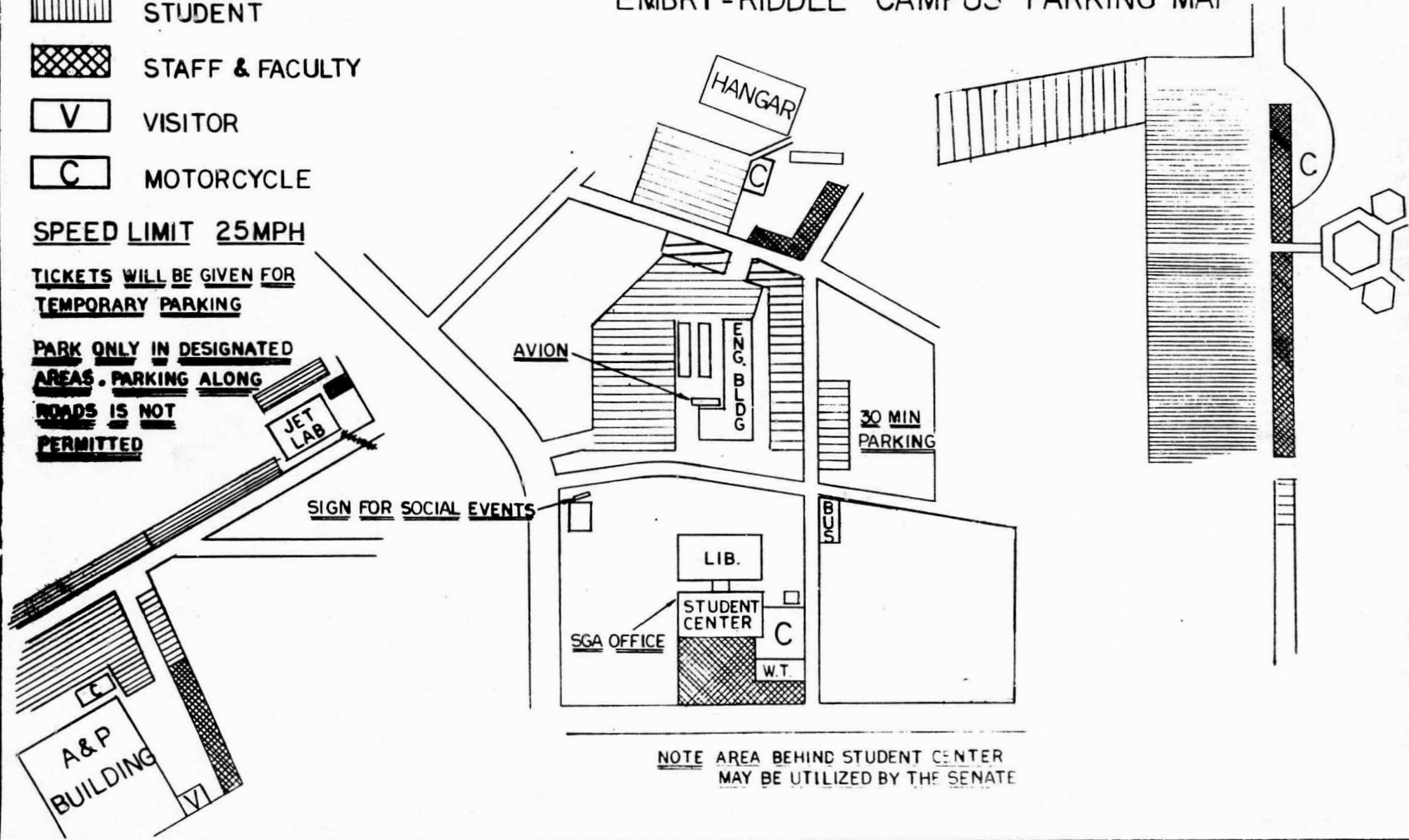
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STUDENT CENTER

SGA OFFICE

W.T.

**NOTE AREA BEHIND STUDENT CENTER MAY BE UTILIZED BY THE SENATE**



# DEAN BUCKS



"Now, in the 'air age' there is a growing list of demands for pilots, engineers, mechanics, administrators, and other related professional jobs. Young men and women with education and imagination will be needed to fill these responsible positions in a growing industry."<sup>1</sup> So come to "live in a cultural, historical, scientific and imaginative environment at Embry-Riddle Aeronautical University."<sup>2</sup>

1. ERAU Bulletin; 1970-71; Page 1.
2. ERAU Bulletin; 1970-71; Overleaf.

The AVION is a weekly publication for Embry Riddle students financed by the student's activity fee through the Student Government Association.

Articles may be submitted to the AVION for publication by the Administration, the faculty and student body. The AVION deadline is every Monday afternoon at 4:00 p.m. Please mark all items AVION and deposit in the basket in the trailer, the Suggestion Boxes, or ERAU Box 1568.

The opinions expressed in this paper are not necessarily those of the University or all members of the Student Body, nor do letters appearing in the AVION necessarily reflect the opinion of this newspaper.

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Co-Editor....Trish Redmond  
Business Mgr...Jan Collins  
Lay Out.....Dixie Francis  
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Sports.....Don Nichols  
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Owens.

Advisor: Roger Campbell

\*\*\*\*\*