

THE AVION

Sponsored by the Embry-Riddle Aeronautical Institute
Student Government Association

VOLUME I

APRIL 11, 1969

NUMBER 2

SGA BRIEFS

At the last SGA meeting of the trimester, plans were finalized for the Senior Party. All the April graduates have been invited with their wives or girlfriends. Many other faculty and administration officials will be in attendance. The cocktail party is being sponsored by the Student Government to give the seniors a last blast before graduation. The party is scheduled at the Castaway Motel on April 12th. Roger Harwood and Rich Berezanski have been instrumental in arranging for this party.

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The Lyceum Committee, headed by Vic Wahlberg, has made plans to show four movies for the summer trimester. Also, the committee has procured the lapel pins for the SGA representatives.

* * * *

The College Facilities Committee reports that more lights have been ordered for the A & P hanger. The need for better lighting in this area has been known by the Facilities Committee for some time, and they have diligently worked with school officials to improve the conditions for the A & P students. A diving board for the Nova Dorm pool will be investigated by the summer Student Council.

* * * *

Officials for the Evaluation and Interpretation Committee are to be voted into office during the summer trimester. The Evaluation and Interpretation Committee is to act as the judiciary branch of government, while offering a "check and balance" to the Student Council.

* * * *



YAH, AND NOW I'M GONNA DO WHAT I WANTED TO DO FOR THREE YEARS, I'M GONNA BUST YOU IN THE MOUTH.

E-R TO HOLD LUNCHEON

The first annual "Chairman of the Board Luncheon" will be held Friday, April 18th at the Daytona Plaza Hotel. The event scheduled to begin at 12:30 PM will be hosted by Mr. John G. McKay Jr., Chairman of the Board of Trustees. All students faculty & staff, and their guests are invited to attend.

The affair will provide us with an opportunity to become acquainted with the members of the Board of Trustees, all of whom will be present and available for any questions which we might have. It promises

Ralph Mancuso, one of the students selected to work on the special Food Services Committee, reported that Sands Vending Co. is to receive the bid for both Vending Machines and a snack bar facility.

* * * *

A Judy Collins concert will be held shortly after the summer trimester begins. The concert is sponsored by the Stetson Student Government and

to be an interesting afternoon as well as a tasty one.

Tickets for the luncheon are now available at the bookstore and receptionists desk at a cost of \$2.75.

ATTENTION ENGINEERING STUDENTS

PLANS FOR FORMING A STUDENT CHAPTER OF THE AMERICAN INSTITUTE OF AERONAUTICS AND ASTRONAUTICS (AIAA) ARE BEING FORMULATED. IF INTERESTED, CONTACT DR. RITCHIE OR DON NICHOLS. THIS IS "THE" ENGINEERING ORGANIZATION. DETAILS WILL BE ANNOUNCED LATER.

Terry Miner has further details for those interested.

* * * *

Many vacancies in the Student Council will exist after this trimester. Students interested in being a representative for the summer trimester should go to the SGA office and inquire about qualifications and the SGA's mission.

* * * *

SPEAKING OUT

The opinions expressed in this paper are not necessarily those of the Institute or all members of the student body.



NEWS & VIEWS From the Editors Desk

By Linda Larsen

I pick up my pen for the last time this trimester, and for the first time in five trimesters, put down my duties as Editor. In some ways it is a relief, but in most aspects it is sad to leave the paper. It may not be the greatest student publication in the country, but it has done a tremendous job in many respects—our staff members, our contributing writers, and our readers have established in the Informer and now the Avion the three goals that we strive for: to be informative, of editorial value, and humorous. And out of this dedication and the results, the newspaper has grown to be an object of love.

Perhaps the impossibility of putting so much into something without gaining something, seeing the product of our work in black and white as tangible evidence each week, and the loyalty to staff and paper that builds over time, causes this love. More than that, it may be the opportunity to give—to contribute—to the students and the college.

So, troops, until September, farewell and best wishes and thank you for your interest in and support of the Avion.

Guess who will be getting the contract for a hot lunch program on campus? Answer: the machines (alias Sands). Great outcome for the boycott, isn't it?

The coeds had to play public-relations starlets again last week—this time for the Orlando Sentinel. We really wouldn't mind, but a suggestion to give us a more favorable attitude would be to ask us and explain to us why we

are being summoned instead of a note saying, "Be in my office at 11:30 a.m., Thursday Period." It's not really that much fun anymore to spend an hour telling how we are supposed to feel about Embry-Riddle, the odds of men to women, and end up smiling for pictures by the flight hangar, or in front of a Beechcraft, with a group of curious student pilots standing nearby.

Graduation will be mandatory as scheduled, despite rumors of "boycott graduation" among us irate students. The reason for our mandatory presence is, according to a reliable source, to "impress" our visitors. I'm sure we will when people see student rollcall being taken at Peabody Friday.

On the lighter side, good luck to everyone on finals this week, and have a happy and prosperous spring break and summer.



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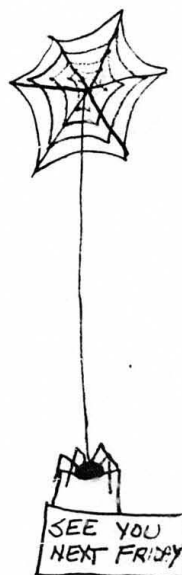


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BY TERRY MINER

I would like to take this opportunity in the last issue of the AVION for the trimester, to thank the many people who have helped to make the SGA successful in the past academic year. There are some who have already left and some planning to leave for the summer. The bulk of the help came from the council itself, along with the chairmen of various committees and the executive board.

The administration was also of great help. One person I'd like to especially thank for all of her assistance, is Mrs. Becky Lusk. Becky will be missed greatly around here by the SGA.

To those of you who are leaving for the summer, think kindly of those of us, who are left here for the summer to sweat out exams, prog. checks and FAA exams. Remember, you have to come back to it. To those graduating, may you always have blue skies, tail winds, and land with your gear down. The best of luck to all of you for the future.

(Ed. The following is a letter from one of our recent alumni and former SGA President's, Don Kaltenbach).

Dear Students,

I would like to compliment you on the outstanding performance that you have shown in student af-

fairs this past academic year. It is most gratifying to see students take such a strong interest in their college and community.

This performance can be measured by the amount of participation in your Blood Drives, Barbecue's, Dances, Sporting events, and by the achievements of campus organizations. No doubt your concern for qualified instructors and administrative policies and actions rates high on your list of activities.

I am also very impressed with the content and appearance of the INFORMER. Its' style makes for interesting and enjoyable reading. It certainly has done a lot to improve communication among the student body, faculty, administration and interested persons.

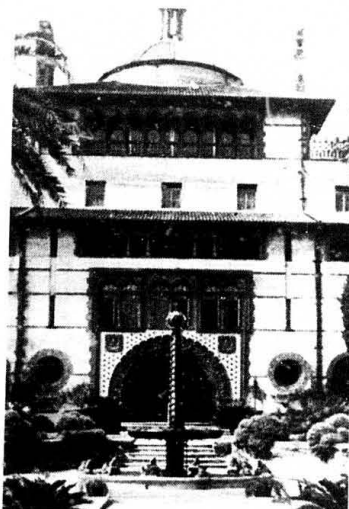
I have noted through discussions with some of you that there is a certain amount of apprehension about the acceptance of Embry-Riddle graduates in the business world. My own observations this past year lead me to say that there is no basis for this anxiety. The aviation industry is well aware of the high quality product that Embry-Riddle puts out. Graduates, here at Hamilton Standard for example, are doing well in their respective jobs. It's surprising how many graduates are located up here and the number of their co-workers who are familiar with our college.

You may also be interested to know that graduate schools in the greater Hartford, Connecticut area have been accepting ERAI grads into their graduate programs. I'm sure that this is also true in other parts of the country.

Again, I'd like to say that you have done a fine job this past year. Keep up the good work and continue to support our college and the many activities sponsored by Student Government Association and other students' organizations.

Sincerely yours,

Don Kaltenbach



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TO THE STUDENT

BY GENE LECLAIR

As the future Editor of the Avion for the summer trimester, I want to write a few words concerning the goals I hope to achieve.

The Avion is the communication vehicle of this college, and I intend to keep it that way. The hope is to continue to give you news that pertains to your interests, But I want to go further. It is my desire to bring to you, in the seven issues this summer, in depth interviews of your senior administrators and faculty. In this way, some insight can be gained by students in the procedures used in this school and how decisions are arrived at.

It is also my belief that constructive criticism can do wonders to the communications channels and anyone it is directed to on this campus. The Avion is the perfect vehicle for this constructive criticism. I intend to use this criticism, presented in a tasteful manner explicitly to the point in order to drive the students interests home to our readers. In this way, some insight can be gained by the faculty and administrators, who sometimes are not sensitive to their student body.

Lastly, I cannot emphasize enough, the need for your support and loyalty. I encourage students, faculty, and administrators alike, to use the Avion to air their respective views and to the extent that there is participation I shall do my best to give you an informative and thought provoking campus newspaper. Thank you.

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WHEN IS A MAN ?

(A short-short story)

The room was dark and quiet. There was nothing to distract him or disturb his concentration as he tried to remember. He probed his memory deeply, knocked on the closed doors of his mind. But it would not come to him.

He remembered many things. A lifetime of knowledge unfolded in his mind, but the thing he most wanted was not there. He had no identity. But a man must have an identity, mustn't he? Can he not know himself and still be a man?

Amnesia! Yet it did not seem possible that amnesia could be so complete and yet so localized. He remembered the damp forest floor under foot as he searched for sweet nuts and berries. He remembered crying with the pain in his muscles and the bite of the lash as he pulled the oar and the long, slender boat pulled away from Greenland once again. He remembered discovering the rocket and the astro-drive that finally freed man of his earthly bonds and led to the exploration of space. But nowhere, behind none of the slowly opening doors of his memory, was there an identity.


Wait! A man cannot live that long. No man could experience all of those things. The fruits of learning - a history

lesson. Or was it a genetic memory - passed from cell to cell, from parent to child? No matter.

His concentration was wavering. Shreds of a gray dawn were showing at the windows. Perhaps tomorrow the answers will come. Perhaps next week he will know.

Two men enter the building, their shoes clapping noisily on the tile floor in the still dawn. The taller man speaks, "Time to crank up the old Think-Tank again. I tell you, Charlie, that machine is getting more human every day. I expect one day to come in, turn it on, and have it tell me it's a man."

The attendant laughed quietly as he walked to the electronic brain's activating switch.



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A&P SCHOOL

a view in retrospect

BY RICHARD S. STOLZENBERG

After fifteen months and three weeks of A&P school, I and my fellow SL-18 classmates have finally reached the summit towards which we have been slowly climbing for the past year and a half.

After some \$1,700 in tuition, 1,800 hours of instruction, some 56 written tests, plus hours of shopwork, oral and practical tests, etc., etc., we are finally at the point where we have only one enormous milestone left--the FAA written exams.

Thus, for me and my "entourage", endeth A&P school. But for those gentlemen still in the dark canyons of SL-11, or perhaps even those in a higher station, there still is time to endure. It is for this reason, and hopefully, their benefit (alas, we are kaput!), that I have taken time to write what I hope will be a helpful bit of information for our administration in governing A&P matters.

STUDENT ATTITUDE

In spite of the fact that many members of the academic community at Embry-Riddle seem to hold the opinion that the "A&P's" (as we are affectionately dubbed) do not possess enough intelligence

to even have an attitude, it is clear that the A&P's do indeed have one.

Out of the forty-odd fellows left in my class, (twenty five in my section) I would say with little doubt that the majority feel that they have received good, if not superior training at this institution. Most who have toured several other schools of this type will agree that Embry-Riddle has the finest facilities available anywhere. However, most of us would probably also agree that this superiority does not give license to "sitting on ones buttocks" (as the saying goes) in the areas of progress. Our school must continually strive for bigger and better goals. In this area, our A&P administration is progressing rapidly, yet they consistently overlook items of extreme importance to be discussed.

INSTRUCTOR QUALIFICATIONS

The FAA requires an applicant for a mechanic's license to possess, among other things, either 18 months actual experience for each rating, a total of 30 months for both ratings combined, or a graduation certificate from an approved A&P school. In addition, he must pass rigid oral and practical tests, plus a written test so thorough that two days are required to administer it.

Does it not seem strange then that many of the instructors in our A&P school are not required even to hold the rating for which they teach?

Although the holder of an A&P license may prove an extremely poor instructor, and, conversely, a non-rated person may be a born teacher, we feel that there should be much more thorough screening of prospective instructors. This should take form, if not by possession of an A&P certificate, then by continual and closely monitored evaluation during and after the period of assistant teaching.

My classmates and I, since the beginning of our stay here, have been exposed to wide extremes of instructor quality, both certificated and not. One of the finest instructors we had was non-certificated for either rating, and yet his thorough knowledge of the subject, attitude and congeniality made him a pleasure to spend 7½ weeks with.

On the other hand, we also spent 7½ weeks wasted weeks with a man (also non-certificated) who proved to be not only an obnoxious instructor, (if he may be honored as such, in turn) but was also totally incapable of communication, and whose speaking ability and vocabulary would not have even qualified him as janitor in a canine obedience school. Our class was given evaluation sheets for this 'teacher' and after completing them appropriately we submitted them to a member of the A&P administration. Yet that man is still fumbling in the classroom today.

There is absolutely NO EXCUSE for this situation.

CONTINUED NEXT PAGE.

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RETROSPECT CONT'D.

Anyone spending \$450 a trimester should expect to at least have an instructor with whom he may carry on a conversation.

TEACHING AIDS
AND MATERIALS

Many of the teaching aids used in our training were superb. Our jet engine laboratory and reciprocating engine overhaul shop are undoubtedly the finest available anywhere.

However, in many areas the equipment situation is impossible. In many cases we used equipment that dated back to the Wright brothers' era. We viewed films, most of which were made during or before World War II.

Does it seem possible that a graduate of our A&P has absolutely NO experience taxiing an aircraft, no knowledgeable use of radio equipment, and doesn't even know how to start an engine installed on an airplane? Hardly. Yet, if a man on the job for the first day was told to "bring the 310 over from hanger 5" (and he may be) he could only stand still with his finger in his nose.

In spite of this situation, the administration has never found time to appropriate monies for an A&P airplane. We were given an A-26 back in 1967. Yet ask how many A&P students were trained in the operation of large radial engines in the A-26. The A-26 is not suitable for taxiing (one set of brakes only) and is only a white elephant. Our school recently purchased two ex-military

twin Beeches for an extremely low price. But none of the \$216,000-odd dollars from one trimester total A&P tuition could be used to purchase an operating aircraft, suitable for taxiing.

Can the administration tell me that they are unable to purchase films from various airlines on outdated turbine and reciprocating equipment? Even this would be an improvement over "Periodic Inspection of the P-38 Lightning".

USE OF TIME

Our A&P curriculum presently totals 1,800 hours. This will be increased to 2,025 hours in September 1969 with the addition of SL-10, a 7½ week course devoted to many general subjects previously scattered helter-skelter over the entire 1,800 hours. This and much other progress is being made in the area of time distribution, and should be commended.

Still, for the past 7½ weeks, our SL-18 class has sat for 6 hours per day and listened as our instructor read from a mimeographed lesson plan VER BATUM!

How's that grab you, daydream fans?

SUMMARY

In conclusion, let us say again that our mechanics school is probably the finest civilian school of its type anywhere in the world, and that great progress has been and is being made in its growth constantly.

But let us also mention that we must progress fur-

ther and faster to keep up with the blinding pace of today's aviation community.

Therefore, to the administration, I propose the following steps that may prove worth some consideration:

1. Investigate thoroughly disbursement of funds in the A&P department. We are still working in cold, dark buildings.
2. Clean the dead wood of the A&P administration. Let's put some people in that office who can do more than push pencils and answer phones. (We have several qualified people right in the A&P school)
3. Evaluate thoroughly our instructors both by student evaluation and yours. Require a semi-annual student evaluation of All aspects of the A&P school from the A&P administration. One or two rotten apples ruins the entire bushel.

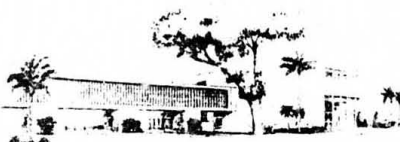
I hope that what has been said here will be considered carefully by everyone at Embry-Riddle. I honestly feel that I have received the best mechanics' training possible, but also that it could have been more satisfying in many areas.

Improve? We have no choice if we are to supply the world with "keep 'em flying" people in the years to come.

"THERE IS A BETTER WAY."

----- Lord Kelvin

TRY US AND SEE.



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FINAL EXAM

SCHEDULE



Examination Period -- April 12-17

"OH, MY GOD!"

(Any deviation from the following schedule must be verified by the Associate Dean of Faculties.)

Departmental exams will be given for multi-section courses as indicated. Room assignments will be made by the departments and announced later by the instructors.

<u>Course</u>	<u>Time for Exam</u>
HU-001 Prep. English	Saturday 10:30 - 12:30
HU-100 English Comp. I	" " "
HU-101 English Comp. II	" " "
HU-202 Public Speaking	Saturday 8:00 - 10:00 a.m.
HU-408 Art	Monday 7:00 - 9:00 p.m.
HU-409 Music	Tuesday 7:00 - 9:00 p.m.
MA-001 Prep. Math	Monday 8:00 - 10:00 a.m.
MA-100 College Math	" " "
MA-102 College Algebra	" " "
MA-205 Differential Equations	" " "
MA-103 Trigonometry	Monday 7:00 - 9:00 p.m.
MA-201 Calculus I	" " "
MA-202 Calculus II	" " "
MS-312 Statistics	Monday 7:00 - 9:00 p.m.

Examination schedule for all other courses. Exams will be held in the rooms in which the classes meet unless other arrangements are made by the instructor.

Classes meeting on Monday, Wednesday, Friday or daily beginning at:

8:00
9:10
10:20
12:40
1:50
3:00
4:10
5:00 or after

Will have the exam on:

Monday 3:30 - 5:30
Tuesday 8:00 - 10:00
Wednesday 8:00 - 10:00
Monday 1:00 - 3:00
Tuesday 3:30 - 5:30
Wednesday 1:00 - 3:00
Thursday 8:00 - 10:00
Monday 7:00 - 9:00 p.m.

Classes meeting on Tuesday and Thursday at:

8:00
9:10 & 9:50
10:20
12:40
1:50 & 2:30
3:00 & 3:40
7:00 p.m.

Will have the exam on:

Monday 10:30 - 12:30
Tuesday 10:30 - 12:30
Wednesday 10:30 - 12:30
Tuesday 1:00 - 3:00
Wednesday 3:30 - 5:30
Thursday 10:30 - 12:30
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ALPHA ETA RHO

BY RAY LEE

This will be our last article for the trimester. We have appointed several new officers protem for the summer trimester, because most of the present officers will either be graduating or going home to work this summer. The new officers are Tom Westin - President, Stanley Podlasek - Vice President, Dave Vaughn - Treasurer, Bill Campbell - Secretary, John Johnstone - Business Manager, and Dave Woznicki - Historian.

This Saturday there will be a car wash held at the Texaco station across from Buc's Gun Rack on Volusia Avenue starting at 8:00 AM. Be sure to come and get all the sand and salt off your car for only a dollar.

The fraternity is sponsoring a "Burning of Brief Cases" party at the Inlet for graduating students this Saturday night after their cocktail party. It is going to be held in conjunction with our end of the trimester "beach bash" on the same evening. The brothers are reminded not to forget to bring enough wood for the fires.

That's about all for this issue and this trimester from Epsilon Rho

chapter of Alpha Eta Rho. We hope everyone gets through the upcoming finals in good shape and has a nice summer. There will be a pledge period for this summer so anyone remaining here will have a good opportunity to join our chapter. Also the fall pledge period, which is usually our best, will be something for you to think about while you're at home this summer.

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STUDENT EVALUATION

BY GARY ANDERSON

Now that we have new evaluation sheets for teachers, I think that it is about time to get some new sheets for students. Just sending out grades is not enough. It doesn't give a total picture of the student. Last night I sat down, and after due deliberation and a few cans of Budweiser I came up with this suggested form:

Course Name and Number:

1. Student's sex:

- a. male
- b. female
- c. strange
- d. none of the above

2. Class participation:

- a. student is normal and outgoing
- b. student is withdrawn and hostile
- c. student spits up when approached.

3. Level of Achievement:

- a. works hard, achieves well
- b. works up to ability
- c. below average
- d. cheats.

4. Using books and other information sources, student:

- a. makes good use of material
- b. doesn't use them
- c. shows interest, but has trouble comprehending
- d. shows interest but can't read.

5. Attendance:

- a. student attends class regularly

FROM THE DEAN OF STUDENTS:

ORDER OF THE WEEK

ALL STUDENTS WILL ATTEND CONVOCATION. GRADUATING SENIORS WILL BE AT PEABODY AT 8 AM ON FRIDAY APRIL 18. ALL OTHERS WILL BE THERE BETWEEN 8:30 AND 9:30 AM. BRING I.D. CARDS ATTENDANCE WILL BE CHECKED AT THE DOOR. YOU WILL ENJOY YOURSELF.

- b. student comes occasionally
- c. student has never shown up
- d. student stands outside window making obscene gestures.

6. Attitude toward instructor:

- a. aggressive
- b. hostile
- c. threatening
- d. has to be physically restrained.

7. Objectional mannerisms

- a. throwing papers
- b. throwing soda cans
- c. throwing rocks
- d. all of the above

8. Self Confidence:

- a. very confident
- b. adequate
- c. unsure of self
- d. curls up in a ball and whimpers

9. Student's Communication:

- a. good
- b. mediocre
- c. poor
- d. garbage mouth

10. Student should be:

- a. passed with honors
- b. passed
- c. failed
- d. turned over to the police
- e. drafted

ON YEAR 1 OF DORM I

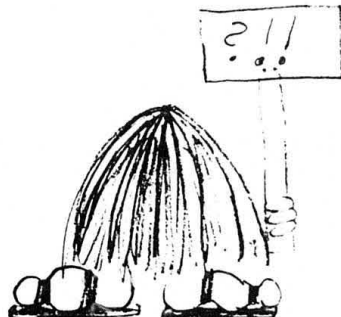
I would like to thank all the students of Dorm I and the administration for their cooperation this past year. I would also like to thank the members of the Dorm Council for their constant help.

It has been an eventful year at the Dorm, but it has also been productive from color tv's to hot water. The airconditioning will be turned on Monday, so you can keep your "cool".

There is a rumor that if we can get together on the problems, we might see females in the Dorm come September.

Have a good summer and thanks.

John S. Amick
President, Dorm I



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DAYTONA BEACH, FLA...Riding in the swift, consistent style that has earned him respect as one of the world's top bike racers, BSA-mounted Yvon duHamel of Montreal, Canada swept aside eight national speed records in the final two days of American Motorcycle Association trials Friday and Saturday at Daytona International Speedway.

The rugged little French-Canadian, who weighs a mere 125 pounds, guided his powerful three cylinder, 500-pound BSA Rocket 3 to new AMA C production marks at 5, 15, 20, 25, 50, 100 and 150 miles. He also established a one hour speed record.

DuHamel, who last month set the world's closed course record of 150.501 miles per hour in qualifying for the Daytona 200 road race, charged to a new five mile record of 131.72 mph on Saturday, bettering the 128.205 standard he set Thursday on the same showroom-stock machine.

His pace of 131.00 at 15 miles; 130.75 at 20 miles; 130.60 at 25 miles, and 130.01 at 50 miles also eclipsed the record speeds he achieved just two days before of 128.07; 128.03; 128.10 and 127.57 miles per hour respectively.

The 28-year-old rider's speed for one hour was 127.62 mph.

On Friday duHamel erased the 100 and 150 mile records turned in a day earlier by Dick Mann on an identical BSA. Mann of Richmond, Calif. toured 100 miles at a 125.99 clip and 150 miles at 125.72 mph but duHamel was nearly two miles per hour faster, going 100 miles at 127.62 and 150 miles at 127.52 miles per hour.

DuHamel went a grueling 200 miles around the Speedway's 2.5 trioval--where track temperature topped 112 degrees --on Thursday, averaging an incredible 123.14 mph.

Riding a street-equipped 60 horsepower English machine without benefit of an aerodynamic fairing or windscreen, duHamel posted a fast lap of 131.790 during Saturday's trials -- a speed that would have given him 40th spot on the 77 bike grid for the big Daytona 200 road race last month.

Impressed with the speed of his showroom mount, the Canadian racer said he would like to try for more speed marks with a competition prepared BSA.

"The machine has tremendous racing potential," he added. In a high-speed four hour endurance test Friday, Mann, Ray Hempstead of St. Petersburg, Fla. and racer-journalist Gordon Jennings of Sea Cliff, N.Y. took turns touring another BSA Rocket 3 around Daytona's high-banked trioval, averaging a record 117.97 mph, including gas stops and rider changes.

BSA's used in record trials were AMA certified production stock machines, equipped with mufflers, lighting systems, air filters and battery ignition systems.

"The fact that an absolutely stock BSA Rocket 3 outperformed half the field of highly modified racing machines in the nation's biggest bike race is pretty impressive in itself," beamed BSA Inc. Vice-President Don Brown of Nutley, N.J., "But the proven high speed durability of the machine is even more exciting to us."

Brown hinted that additional record attempts would be made with the recently introduced three-cylinder bike.

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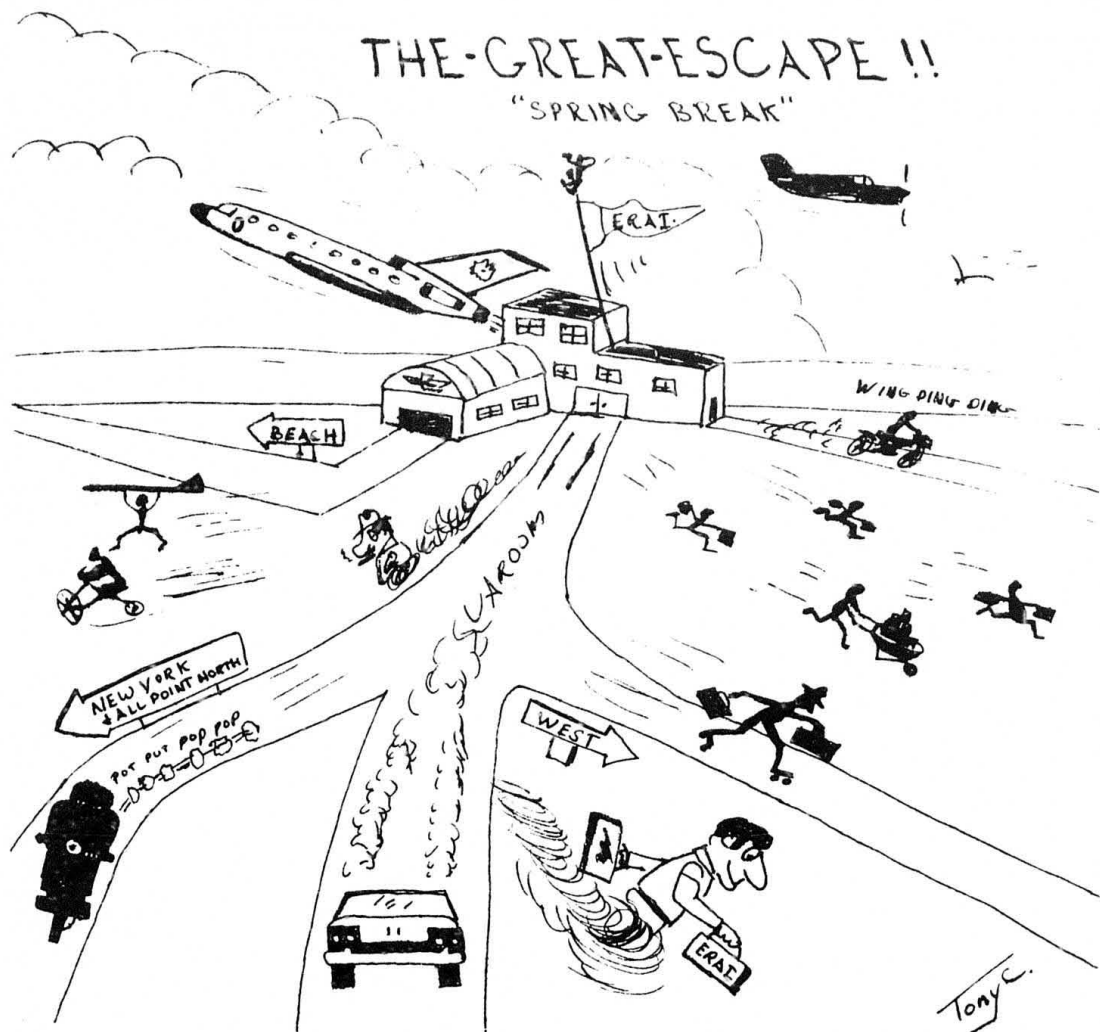
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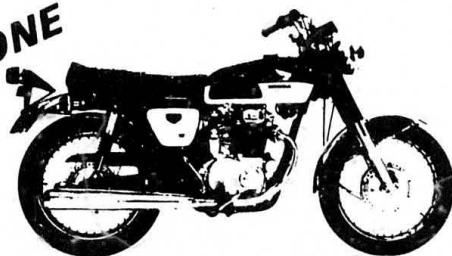
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7-1	75¢	10¢	4.70	4.00	4-1
7-1	10¢	10¢	4.65	4.25	4-1
8-1	90¢	10¢	4.90	4.50	4-1
10	1.00	10¢	5.50	5.00	5-1
10	1.10	10¢	5.35	5.50	5-1
10	1.25	15¢	6.60	6.00	6-1
10	1.50	15¢	7.10	6.00	6-1
11-1	1.60	15¢	7.60	7.00	6-1
11-1	1.75	15¢	7.10	7.50	6-1
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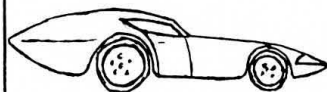
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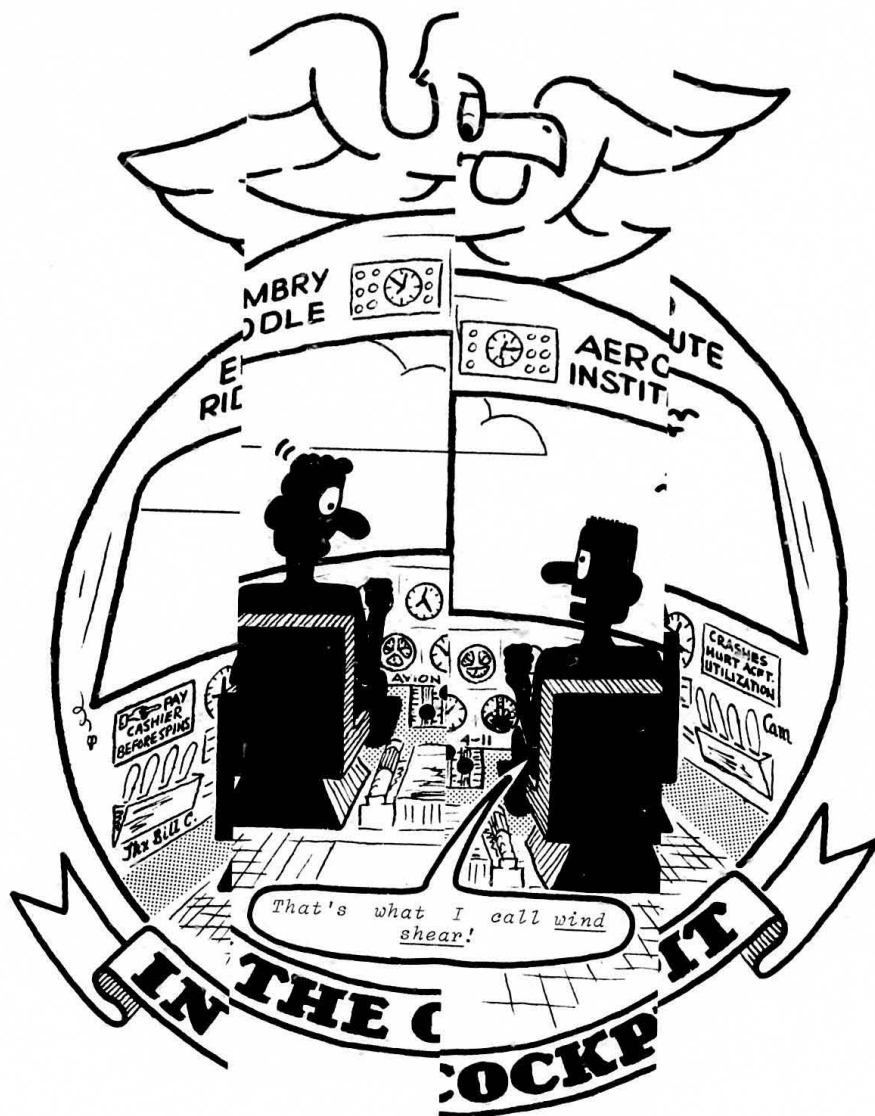
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