Avion 1969-06-27

Embry-Riddle Aeronautical University

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Avion Holds Staff Dinner

BY DAVE MCCALL

The AVION held a dinner for its' staff last Monday, June 16, at the Ridgewood Hotel in Daytona Beach. The guests of honor were Mr. Roger Campbell AVION advisor, and Dean Mansfield. Also invited were Mr. Gervase and Mr. Cessna who were unable to come because of other pressing business.

The dinner was held for the purpose of rewarding the staff of the AVION for an outstanding job in publishing the paper. These people showed great initiative and ability to come out consistently with a good publication.

The Editor, Gene LeClair, stated that "without these people behind the editor, a publication such as ours would not be so well read and received as the AVION is, and not only in the student, but outside the school as well."

The Editor divided the special recognition to Trish Redmond, Doug Young, Rich Hilton, Bob Nawrocki, Bonnie Brant and Ray Loehner for their outstanding leadership and capabilities.

SGA Briefs

The Student Government activity fee will now be $8.00 for a currently enrolled and incoming student. Two of the three additional dollars will be put into the "Future Projects" Committee. Any student may come to the SGA Office to see the current break down of expenses incurred, and subsequently, the necessary raise in fees.

Mr. Bill Peterson is in Halifax Hospital following an accident. The SGA voted to pay for his television rental fee for 2 weeks.

All Committee Chairmen have been requested to submit job descriptions for their activities. These will be available for students to read in a future issue of the AVION.

Mr. Jerry Hood, Chairman of the Traffic Committee has enlarged the parking area for motorcycles.

The Blood Drive will be held July 11 in the student center from 9 AM to 3 PM. All students donating blood will be given free tickets for next days b-b-q.

Mr. Bill Peterson is in Halifax Hospital following an accident. The SGA voted to pay for his television rental fee for 2 weeks.

The SGA has been requested to submit job descriptions for their activities. These will be available for students to read in a future issue of the AVION.

All student government meetings are open to the student body. Any interested students are welcome to attend.

TREASURER’S REPORT JUNE 10 - 17

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the president's corner

The Future Projects Committee of the Student Council has come up with a realistic plan to stabilize the SGA fee and provide a club in which to hold social functions and student meetings. I'm not going to outline the benefits and problems involved in this idea, but I would like all the students to realize the importance of becoming informed of all the facets involved in this proposal. It is the responsibility of the Student Council to write the information to the students. It is the responsibility of the students to read this information, and become informed enough to vote objectively when the proposal comes before the student body. Do your self a favor and learn both sides of this question, and then vote.

It's getting close to blood letting time again, this is one of the most important functions put on by the SGA each trimester. The benefits to each every student are tremendous. Read all the information put out by the Blood Drive Committee of the SGA and learn how this function helps you and your immediate family. Then, when the time comes, GIVE!

There's been quite a controversy generated among students and the proposal to raise student activity fees and financing of the proposed "student club". I'm glad!! The interest generated warms my soul, and I hope it continues. A campus that is interested and asks questions besides criticizing is a good sign. Oh, I wholeheartedly favor the activity fee increase and the student club!

A dinner was held at Julian's Restaurant last Thursday evening, June 19. The purpose, I feel, was beneficial. Dr. R.G. Olson, special consultant to ERAI put forth to the "key people" or "hard core" of the school staff, proposals of how to assist Riddle in its growth and make it a "great" college. President Hunt presided and such people as Dr. Sain, Dr. Ritchie, Dean Spears, Roger Campbell, Jan Collins, Jerry Berndt, Don Nichols and many others attended. The points were driven home and much was done to unite the "core" to do the work.

The Blood Drive is coming up, July 11, a Friday. The time will be from 9 AM to 3 PM and it'll be located in the Student Union. As chairman, I'm trying my best to get a D.J. to do a remote show and some go-go girls. The participation by you, the student, is needed, though, more than anything or anyone else. Support ERAI and make this a good summer Blood Drive.

There have been fingers pointed, and accusations made concerning how business is conducted at SGA meetings. I say, before accusations, invendos, or what-have-you's are put forth, why don't some of you accusing students attend some meetings and see how they are run? The SGA meetings are open to anyone and have always been open. See your SGA action!

To Jerry Berndt, and Rick Welch: Would it be possible to have some concrete recommendations on the Revision of the Constitution. With 7½ weeks left, an idea of what has been happening would be most helpful. How about an interim report?

continued next page

"SPACE AGE TECHNOLOGY vs STONE AGE RELIGION"

A panel discussion by two ministers and an Aero-space Engineer

June 30 7:30 PM

Room 108 New Complex

Refreshments provided

Participants: Rev. Daniel Harrison, St. Andrews Methodist Church

Rev. Paul Edris, First Freebyterian Church

Mr. Dick Decallies, Engineer with General Electric.
Letter to the Students

BY R. A. STAMBOVSKY

At the last ERVA meeting, Jan Collins presented the "Rathskeller" idea to sample the reception of this plan to build our own club for the students. He stated that there would have to be a raise in the student activity fee of some dollars per trimester. He also stated that there is increasing difficulty in holding our social functions here in town. The building would cost about 65,000 green leaves to complete.

I was initially totally opposed to the idea of a raise, and I was under the impression that the school was going to build a student center that would accommodate the functions we now hold, i.e., club meetings, dances, snack bar, etc. I sat in on the Exec SGA meeting on Wednesday June 18, to discuss this big idea in the making. There were only a few interested students on this fact-finding mission besides the officers. After discussing the merits and demerits of the idea, Jan and I went to see Mr. Frank Forrest, Vice-President in charge of planning on June 23. I was interested in the plans for a comprehensive student center as opposed to the students building now and find out later we built a club for nothing. According to Mr. Forrest, the plans call for a student center sometime in 1971, and that the design is not developed as of now. As we know, to appropriate the funds now would be impossible for the school because of priorities, but Mr. Forrest will consult our architects to see what this building will cost, and to see if the start date can be moved up.

In view of the personal investigation, I would suggest that research the details for a student club, i.e., loan, costs, etc., and that we wait to get the word whether or not the school can do something in the near future to ease the need for this building to support our student activities....

Robert A. Stambovsky
Class of April '71

Suggestion Boxes

A recent poll taken by the AVION resulted in one reply. The poll was related to the "communication-gap" issue. The following is the question asked of the students, with the reply.

Q. "Is the communication in this institution adequate in that it informs the students of all matters affecting the formulation of policies and procedures and interactions of students, faculty and administration? What is your opinion?"

A. No; I believe they are not adequate, although the AVION has been trying to affect better communications. Often the administration has failed to recognize the large investment students have made in the school with their time and money. I blame them for not realizing that students deserve information on all aspects of the institution's operations. The AVION is increasingly filling the communications gap, so keep up the good work!

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NO CLUBS - NO FEES - NO DUES
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PRIVATE - COMMERCIAL - INSTRUMENT - CFI

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AERONCA CHAMP SOLO $8.00 DUAL $12.00
PIPER COLT SOLO 9.00 DUAL 12.60
CHEROKEE "C" (IFR & AUTO PILOT) SOLO 14.40 DUAL 18.00

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WILKINSON AVIATION INC.
NEW Smyrna Beach Airport - PHONE: 428-6061

The fate of the YEARBOOK is in your hands, students. The YEARBOOK Committee would like to know what the students think. Vote either yes, we want a 1970 YEARBOOK, or no, we don't.

Tear out and drop in the AVION boxes or return to the AVION office

YES
NO
WHY NOT a STUDENT CLUB!?!

BY GENE LECLAIR

As Editor of this publication, I am going to exercise my prerogative concerning the issue of the "student club", primarily, and the increase in the student activity fee generally.

In the last weeks, I have heard many pro's and con's concerning "the club". I must say now that I endorse the club wholeheartedly.

As a member of the SGA, I have seen spiraling costs hurt our social functions budget. I have seen spiraling costs hurt our B-Q's of the recent past. Let's face it, the SGA must maintain a high level of social functions in order to keep you, the student body, happy. Sure, the SGA cannot keep all of you happy but then, we must keep rapport with at least the vast majority of you.

Now a "student club" would be ideal. Not only would social functions be held there, (dances, dinners, etc.) but meetings for campus clubs and organizations could be held there. Think of the revenue saved! In addition, it is not mandatory that we have beer facilities installed, but you the student body can work out other proposals concerning what goes into this "club" and talk it over with the SGA.

ERAI has a proposed Student Union being built by 1975 and I might add, no definite plans as to what would go into that union. In addition, it is the last item to be built. So why not build a "Student Club". It will be yours, you will be independent as a student body and the SGA will not have to pay exorbitant prices for rental for functions downtown.

Of course, all this will cost money. It will have to be paid for by you and me, members of the student body. I have heard the arguments about why not cut back on spending on our present activity fee?

When inflation hits and prices spiral, does a going business cut back it's prices? No, they increase it to meet costs. Do any of you feel that you want the SGA to cut back on functions or benefits? I think not!! If you got a raise in pay and had that raise for a while, what would your reaction be if your boss said that he will have to cut back your pay because costs were going up?? That is what a lot of students are asking the SGA to do now. I can't buy that!!

You must act now and show great initiative if you want to reap the benefits. The activity fee must be raised to meet high costs and maintain the same standard of social functions and SGA representation, at least, or to further make improvements.

And lastly, the SGA must be able to move in a positive manner to begin action on the "Student Club" soon, to bring the savings and extra benefits you will enjoy. I say vote yes on both counts and be bold as you are to meet the ever growing challenges at ERAI, for the future. I support both proposals!! Will you follow suit and support these proposals too?
"Self Made Man"

Editors Note: Most recent addition to stock car racing’s all-star lineup of master mechanics is a native of Spartanburg, S.C.-based Mario Rossi. After eight years of twisting wrenches under such master mechanics as Smokey Yunick, Banjo Matthews, Bill Stroppe and Bud Moore, Rossi formed his own operation last season—and is currently campaigning a factory-backed Dodge Charger driven by Bobby Allison. Rossi’s career as a racing mechanic began back in 1958 in Trenton, N.J., where Mario operated a hot rod and engine tune-up shop. As a spectator at the NASCAR 150-miler there Rossi met Tom Pistone—and gave him a hand tuning his race car. One thing led to another, and Rossi joined Pistone on the Grand National tour the following year. In his first season as a NASCAR mechanic, Mario’s car saw victory circle four times. Next, Rossi went to work for Smokey Yunick, building cars for Fireball Roberts. Then he moved on to assist Matthews, then Stroppe, and finally Bud Moore. Mario spent three seasons with Moore, from 1964-66, where he was instrumental in preparing cars for Darrel Dieringer. Last year, with the now-retired Dieringer as his driver, Rossi headed a factory-backed Plymouth team. When Plymouth dropped racing in ’69, Mario switched to Dodge and hired Allison. The pair have earned wins in two races so far this season—at Bristol, Tenn. and North Wilkesboro, N.C.

BY MARIO ROSSI

It disturbs me when I hear the younger people today complain that there just aren’t the opportunities to achieve fame and fortune that there used to be. They say the “self-made man” is a thing of the past.

This just isn’t true.

Now I’m just a mechanic—not a sociologist—but I have to bite my lip to keep from arguing with these kids. Because I know what I’ve been able to do for myself by working hard and listening and watching men who know more than I do.

Fortunately, when I was still a teenager, I had enough common sense to realize that I was going to have to take this approach if I was ever going to get anywhere—because I never finished high school and wasn’t able to get any automotive training.

So I learned what I could from more experienced mechanics—and before long I was able to open my own tune-up shop.

I became interested in high performance cars, and eventually devoted most of my time to hot rod tuning. I soon found myself dreaming about making it big in racing one day.

I thought my dream had come true back in 1958 when I started as a NASCAR mechanic—but I quickly realized how far I had to go.

A person who wants to make the grade in racing has got to forsake his personal life for a lot of hard and dirty work.

Bobby and I were talking about this the other day when we were down there testing for the Firecracker 400 at Daytona International Speedway.

Bobby’s background is a lot like mine. He’s come up a pretty long road the hard way—through the modified ranks and then as an independant on the Grand National circuit.

We agreed that despite the hard work and frequent disappointments it’s just tremendous to be involved with stock car racing and the men that make the sport what it is.

Whenever I go to Daytona, particularly around Firecracker 400 time, I find myself thinking back about one of the greatest drivers I’ve ever been associated with—Fireball Roberts. He won that Firecracker race three times, and the Daytona 500 once too. Han you’ve gotta be great to win at Daytona like Fireball did.

I worked on Roberts crew and saw him drive in lots of races, and you know, I think Bobby Allison compares with Fireball in many ways.

In addition to his natural ability, he’s a thinker. He has finesse.
Editors Note: Dick Hutcherson is another of NASCAR's top crew chiefs who gained his first name at the wheel of a race car. "Hutch" started racing modifieds in his hometown of Keokuk, Iowa in 1956. He switched to the International Motor Contest Association (IMCA) late model stock car circuit in 1969, and won second place in the point standings that year. He then took command of IMCA stock division, winning the championship two years in a row in 1983-85 in a Holman-Moody Ford. Dick broke into NASCAR racing by flying in 1964, and the following year became a regular on the Southern tour. He did so in a big way, wheeling his Holman-Moody Ford to second behind Ned Jarrett for the Grand National point championship. In 1967—his last year as a driver—Dick finished on the top 5 in 22 races and earned $75,065. Since 1968, Hutch has directed the preparation of David Pearson's Holman-Moody Ford. The combination has been a successful one. Pearson bagged 16 victories and the Grand National crown last year and is currently leading the '68 point chase. It was a Hutcherson-prepared Ford that Pearson drove to a fantastic 190.029 mph qualifying record in the Daytona 500 last February. You'll find that Hutch has some very interesting plans for the Daytona-Firecracker 400 on July 4.

BY DICK HUTCHERSON

I've always believed that when you've got a good thing going for you, you should think twice about making any changes. I guess that's why I always stuck with Ford when I was racing. And that's also why we'll be bringing the same car back for the Firecracker 400 that David drove in the Daytona 500 last February.

That was the fastest car on the track all week. We qualified at 190.029 which still stands as a world closed-course record, and I'm sure we would have won the 500 if it hadn't been for a broken alternator bolt that cost us three or four laps.

Even after our problems with that bolt, David was fast enough to make up a couple of the laps we lost. He was flying. Ask any of the drivers.

We haven't run the car since the Daytona 500, because when you get that kind of performance, man you'd better leave well enough alone.

Many, many hours of work and lots of research went into preparing that particular car for Daytona. And dynamically it's the tightest, cleanest machine I've ever seen, and David says it handles those high-banks like a charm. As when you can say that, you've got the toughest part of preparing a car for Daytona licked.

We'll have to change our suspension set up a bit to compensate for the stickier track surface this July but basically the car is ready right now.

Oh yes, we have made a change up front. We've replaced the old 427 cubic engine we used in the 500 with a brand new 429...that's it.

With the new engine I believe our Ford is capable of bettering the record we set in February, but whether or not we'll be able to do it this July depends on the weather.

If it's real hot I doubt that anyone will get over 190. That heat just slows you down too much. We'll sure be trying to break the record though—along with a whole bunch of other guys.

We are expecting our toughest race of the season so far in the Firecracker 400 on July 4. Everybody's getting the bugs worked out of their cars, and the competition has been getting hotter every time out.

That battle at Michigan last weekend was a good example of what I mean. There were four or five people who could have won that one right up to the last few laps.
Our 14th Regular Meeting of the ERVA was held on June 17, 1969 at Shakey's Pizza. This particular meeting was extremely productive. Our new officers were elected:

- V.F. Jerry Berndt (Treasurer)
- Merritt Welch (Treasurer)

This completes out executive council:

- Pres. Richard Martucci
- V.F. Jerry Berndt
- SEC. Dennis Krol
- Treas. Merritt Welch

The surprise that was promised in my last article arrived in all of her feminine splendor. Sue Peck became ERVA's first female member. Miss Peck is not only an active member of the ERVA, but also works in the VA Reimbursement office. She promises to do her best and keep us abreast of our lost checks.

So fellows, treat her with kindness and she'll procure our bennies from Ole Uncle Sam.

Jan Collins, a VA counselor and President of the SGA brought to attention some important aspects of the proposed "Rathskeller". He also stated that there would be an activity fee increase and the reasons for it. The present fee of $5 would be raised to a possible $8. Jan broke it down this way:

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The organization unanimously agreed to go along with the dollar increase, but unanimously agreed to have the additional $2 brought to a student body referendum. Mr. Collins agreed to this idea.

The association at this time cannot take a firm stand because all the facts have not been presented. This issue of the AVION will expose all inquiries to this controversial question.

At this time, I would like to congratulate the Vets Association on their spontaneous and overwhelming turnout on Saturday morning, June 14th for the Tina Allen blood drive. Those who could not make it Saturday gave during the week when they had time between their busy schedules. 34 pints were donated out of a possible 38 volunteers. That's about a 90% excellent health rate. The four that were turned down were extremely disappointed but cheerful and promised to try and give at the school's blood drive.

Active Vets get your tickets for the trip to Cape Kennedy Space Center for only $1.00. New Vets or inactive Vets pay your dues and come along not only for the trip to the moon but for a ride down the river of social functions whose first stop is a Bar-B-Que in about a month.

Non-Vets are also invited for the reduced rate of $2.25. This includes transportation to and from the tour. There are only 30 reserved seats available. Tickets may be purchased at the ERVA Used Bookstore.

Our next regular meeting will be held at Shakey's on Tuesday, July 1, 1969 at 7:30. We would like to see you all there. Active and non-active members. Slides will be shown of our extremely successful blood drive.
Drug Abuse!

By Gene LeClair

Dope! Drugs! Drug abuse and drugs on campus!! These were the topics discussed by Dean Mansfield to a representative group of the faculty and administration last Friday, June 20th in Room 108 of the A Building in the new complex.

Various facets of how to handle drug users (includes marijuana users), were discussed and what the acceptance policy is concerning these individuals. The policy is that no one will be accepted if they are known users of drugs and marijuana or have been using drugs on other campuses.

As the session moved on Dean Mansfield, our lecturer and host, expressed the hope that sessions similar to this one would be given to students for informative and educational purposes.

We next saw a film on drugs. Drugs such as "speed", LSD, marijuana, all sorts of barbituates, and "heroin" were shown. The effects and reactions were covered in detail. The film itself was done in very good taste and with backdrops of psychedelic colors and theme variation, it emphasized the feelings and how the effects of drugs take place in human beings.

There was a short question and answer period after the film. Questions such as "how do we detect symptoms," or "if we suspect a student of using drugs, how do we handle the situation" were asked.

The session was extremely informative and Dean Mansfield expressed a desire to invite students to sit in on future sessions.
This week the AVION is featuring Dr. Bellina because on June 24th Dr. Bellina received her U.S. citizenship in Orlando, Florida. Dr. Bellina teaches Chemistry, Physical Science I & II, and Spanish at Embry-Riddle.

Dr. Bellina first came to the U.S. as a Cuban refugee in 1963. When asked why she left her country, she answered "Because of political reasons. I saw a lot of faults in my country's government that I did not agree with."

Dr. Bellina worked as a maid and an elevator operator in a hotel in Miami until she could speak English fairly well. She then taught Chemistry at Bethune Cookman College until 1967.

The last year at Bethune Cookman, Dr. Bellina was voted as "one of the most popular teachers there".

Dr. Bellina was born in Cienfuegos, Cuba and she received her Ph.D. in Chemistry at the University of Havana. She also holds a Ph.D. in Pharmacy.

ERAI students respect and admire Dr. Bellina. Dr. Ballina has a reputation for going out of her way to help any student who needs help in her courses.

Dr. Ballina has for the last three summers spent her time at Tufts University in Massachusetts receiving extra instruction from the National Science Foundation to further her knowledge in Chemistry.

Dr. Nelson who sponsored Dr. Ballina when she first came to the U.S., says, "Dr. Gallina is indeed a noble woman. She lives with her mother in Daytona and is devoted to her teaching and student.

When asked how she liked teaching at Embry-Riddle, she replied, "I like the students, they are well-mannered and are indeed aviation minded. I have learned much from the students and I enjoy my teaching and students."

Embry-Riddle is indeed fortunate in having Dr. Ballina as an instructor. Congratulations Dr. Ballina from the AVION and the students on your U.S. citizenship!

Kamens Cited

TO: Mr. Edward Yakel
FROM: Donald E. Nichols, Spokesman, Humanities

Class HU 202-31
SUBJECT: Mrs. Sandra Kamens

We, the Humanities Class HU 202-31, wish to express our gratitude and appreciation to Mrs. Sandra Kamens, Humanities Instructor. Her never-ending interest in her students, her objectiveness and open-mindedness and sparkly personality is something that could be admired by many instructors of Embry-Riddle. Her ability to create and retain interest in her classes coupled with her ability to create a feeling of participation was both rewarding and enlightening.

We therefore respectfully request that the Dean of Faculty use all possible measures to retain Mrs. Kamens as an instructor in the Humanities Department for as long as possible, in order that other students may reap the benefits that we have enjoyed while attending her classes.

We sincerely hope that this may act as some small tribute to an instructor who has given much and asked for so little in return.

Sincerely,
Don Nichols
Spokesman

YAMAHA OF DAYTONA
1765 S.W. WILDWOOD AVE
ROUTE 1
SOUTH DAYTONA, FLORIDA
767-5682
Student Club  

Embry Riddle

BY TOM ROBERTSON

In a previous issue of the AVION, the SGA indicated to the student body their interest in building a "student club" similar to the Rathskeller on the University of Florida campus at Embry-Riddle. The basic purpose for wanting to build a "Student Club", is to provide an informal gathering place where one may meet others in a relaxed atmosphere and enjoy entertainment, refreshments, and converse with each other. The "Student Club" is also a catalyst to good conversation between administration and the student community.

Bob Nawrocki, committee member working on the proposed club, told me; "there are several reasons that make the club very necessary; One is the increasing cost of renting places to hold dances. Did you know that two years ago when we held our first dance it only cost us $150 to rent a ballroom? Now it costs $400 for a ballroom for one night. Secondly, there are a limited number of places to rent. The Riviera will no longer rent to us which leaves the armory as the only place to rent, and that isn't what you could call a very good atmosphere. Thirdly, we desire to furnish a place for students, faculty, and administration to hold discussions with the outcome hopefully being increased communication and better understanding between administration and students.

The "Student Club" would have many uses. It would be used to hold meetings of the various school organizations, show movies, hold dances, put on entertainment by name groups two or three nights a week, and, be open all day to provide a place to relax and engage in conversation. There would be low lights, soft music, and more comfortable decor than the present student center. Nawrocki also pointed out that a "Student Club" would not be just a bar as some students like to believe. Beer would be served as a catalyst to good conversation, and would also serve to pay for the operating cost. "The basic purpose is to give the student a social club, something he can identify with", says Nawrocki. "The under twenty-one students", explained Nawrocki, "complain because they would not be able to drink at the "Student Club", while they were allowed to do so at the previous BYOB sponsored dances. If you are not twenty-one, you aren't allowed to drink anywhere anytime around town. The fact that you were allowed to drink at previous dances should be considered a privilege and not something to expect."

The operation of the "Student Club" is basically as follows. An initial increase in SGA fees of $2.00 a trimester would be necessary to pay off the loan needed to build the club. Most people pay many times this just in cover charges around town. The club would be self-supporting and would not need additional funds from the SGA. The proposed cost of the club would be about $60,000 but could vary depending on the facilities desired by the students and the starting construction date. After the building was paid for, SGA fees would either be reduced or more functions could be provided. Entertainment would be provided cheaply through a talent circuit organization by several Florida Colleges. The combined colleges could hire big name talent for a week at a time and then have the group play one night at each college, thus reducing costs. Operation and ownership would be completely by the students with students employed in the various positions.

The last week was spent talking to students, and administrators from the various divisions on campus trying to learn how they felt about the proposed club. There were almost five thousand people interviewed. It was impossible to remember all the opinions given because at various times this reporter was talking to as many as 20 students at a time but as many points as possible will be covered. Upon interviewing President Hunt, he said he would have to have a vote on a "Student Club" here on campus and remarked, "It is a good idea. If planned and properly presented it has a good chance of becoming a reality."

During a long talk with Dean Mansfield in which we discussed the proposed club from many different aspects the Dean made these comments. "After making a preliminary study I find that it is almost impossible for the SGA to secure a loan in their name. Therefore the SGA would have to work out an agreement with the school to enable them to get funds for the club. However I am willing to cooperate all I can with the students and I feel a "Student Club" is needed and if done in the right way would be a benefit to the school and the students."

Of the administrators interviewed, Mr. Caswell, head of the Maintenance Technology offered the most interesting and varied reasons in support of the "Student Club". "I feel a student club is needed very much at Embry-Riddle", he said. "I think some of the ASP students are against the idea because of the short time they are here. They want to get their license and get out. But this is rapidly changing due to the increased number of students who are staying on the campus to get associates degrees to go along with their license."

A "Student Club" gives an essential place where faculty, students, and administration can get together and communicate. It gives the student a hangout, it increases the popularity of the institution. It is a drawing card to attract more students to come here by showing them one more thing provided for them by the SGA. A "Student Club" would add not deter from the new campus currently under construction. In many cases the social functions are not well publicized or the faculty can not get them and a student club opens every day and on weekends would..."
provide more of an opportunity for students and faculty to get together. By 1975, we will have approximately 6,000 students on our campus and I feel the club can operate successfully and serve a useful purpose with this size school.

Next to be interviewed was Mr. Boaz, head of the Pilot Project Department. Mr. Boaz stated, "I previously came from the University of Florida at the time the students there were organizing the Rathskeller. I feel we have a very responsible student body at Embry-Riddle but it would only take one student to spoil things for the rest of the students. If the students want a club they would not vote against it, but I would prefer that beer not be served until at least 5 PM or later. Also pilots would have to be minded of the seriousness of mixing flying and drinking. However, I don't think we would have any problems with most of the students. Many students here are veterans and I think that a person who has served his country should be able to sit down and have a beer on campus. Most students would exercise good judgement."

Mr. Ford, Administrative Assistant to Mr. Boaz offered these comments, "A student center where students could get together, eat, talk, associate, dance would be fine, students need a place like this but drinking on campus is not good in my opinion."

Mr. Tacher, chief pilot, said, "I think it would be a great idea." Mr. Walker, Assistant chief pilot, says, "It would be alright with me and I would have no objections if it were done in good taste."

Overall the administration was very favorable toward the new idea. Beginning to feel the pulse of the student body, it was found that the response was not as favorable as that of the administration.

Richard Martucci, President of the Veterans Association states, "The Association has voted to neither favor or be against the idea, yet. Instead, we voted to request a referendum vote among the students to let them decide whether they want the club and the two dollar raise in fees that accompanies it. Personally I think we need the club to bring the students of the different divisions together and to increase communications between the students and the faculty, but I think much more information from the SGA is needed in respect to cost, operation and other phases of the club."

Ed Majewski says, "I think it would be a great idea. Every other campus has one or is getting one, why shouldn't we?"

Don Nichols, President of Sigma Phi Delta, states, "I think we really need a student club, but I would like to see the rest of the school built first. By consesus, without a doubt there is much more to be learned about the club before each individual can make a final decision on the club. This information will be coming from the SGA as they continue work on the club proposal. If the club does or does not materialize, there has been some progress in one respect. That is the interest generated among the student body concerning the 'Student Club'. It is hoped the interest will continue."

Richard Cook representing Pi Sigma Phi said, "I am in favor of a student club."

Emerson Lathe says, "I'm in favor of a student club, but I would like to know more facts about it."

John Martino: "Yes, we need a student club, but the school should build it."

Tony Shans and Bob Connolly also agreed that we need a student club. Emmett Venning and Cal Betz felt that maybe in a few years the club would be a good thing but right now we need a lot of things more. Ken Snow, Ken Wilbur, and Steve Meszkat were all against the student club. Ken Snow said, "We need many other things before we build a student club. I would rather see more athletic facilities."

Ken Wilbur says, "What kind of opinion would outsiders have if they saw only a couple of buildings that we have now with a bar in the middle and the rest of the campus bare." Relating to Mr. Wilbur's statement, many students felt that a student club would be good at a later date but at present they would like to see the rest of the school built first.

By consensus, without a doubt there is much more to be learned about the club before each individual can make a final decision on the club. This information will be coming from the SGA as they continue work on the club proposal. If the club does or does not materialize, there has been some progress in one respect. That is the interest generated among the student body concerning the "Student Club". It is hoped the interest will continue.
Drivers in the first annual World Championship Golf Cart Grand Prix at Daytona International Speedway July 4 will be required to make at least one "tee stop" during their 15-minute endurance run.

In a statement issued Monday by Ernie Myers, president of the United States Golf Cart Racing Association, competitors were advised that sometime during the race they must trundle their machines onto the Lufield grass, dismount tee-up a golf ball and drive it home before re-entering the fray.

Drivers in the cart classic, which precedes Daytona's Medal of Honor Firecracker 400, have been selected from among the country's most courageous disc jockeys and radio/TV sportscasters.

"The tee stop is an example of our continuing efforts to professionalize the sport of golf cart racing," Myers said, "It was suggested by our new board president Bill France of NASCAR."

Myers denied a rumored merger of NASCAR and USGCRA, saying that "France's appointment does not mean there will be a NASCARUSGCRA, Bill is simply serving as a consultant until we get rolling."

Media men were chosen as USGCRA competitors instead of professional race drivers because they are more experienced with the unique handling characteristics of the little fairway flyers according to Myers, a San Diego, Calif. deejay.

Myers added that the mandatory tee stop "will not only prove the versatility of USGCRA drivers, but will help keep race speeds within liveable limits on the high speed Daytona pit road course."

The race features a LeMans start, which will require drivers to run across the track carrying golf bags, strap them to the cart, start the motors and proceed down pit straight.

The carts will then road onto the trioval bend down the chute and back on pit road.

Speeds despite the tee stop, are expected to average nearly 10-15 mph.

Your Opportunity

BY J. BERNDT

In the very near future MAN will attempt for the first time in history to place someone on the moon and return him. Apollo 11 is scheduled to accomplish this history making journey July 16, 1969.

People from all over the world have come to Florida to see this spectacular place, Cape Kennedy. Your chance is at hand. There will be a tour of Cape Kennedy leaving ERAI Student Center this Sunday at 10:00 AM. Apollo 11 is on the launch pad for you to see. The transportation is provided for the cost of $1.00 for ERVA members and $2.25 for others.

Included: transportation round trip, plus the tour of the Cape conducted by Greyhound and sponsored by TWA.

Think of exactly how far your money stretches and then see if this is one of the best ways to S-T-R-E-T-C-H your dollar.

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How to Borrow a Book (cont.)

A. Circulation Procedures

Be sure you check out all material. The library lends books; you borrow them. All books and materials are borrowed at the Circulation Desk. You will fill out and sign a card for each book you borrow. Be sure that you list the complete call number in the upper left corner of the card. The library personnel will stamp the "Date Due" in the upper right corner of the card and in the back of each book. Note this date carefully as you are responsible for returning books on time. Fines are assessed on the basis of this date.

B. Renewals

Books are borrowed for a two-week period and may be renewed if no one else has requested the book. Renewals are made in the same way as the original checking out.

C. Overdue Books

To encourage the prompt return of books for the use of other people, a fine of five cents (5¢) a day is charged for the late return of each regular book and twenty-five cents (25¢) a day for each past due reserve book. Do not lend books charged out in your name. If you lose a book, report it immediately. If the book is not found, you will be charged with its replacement price.

D. Overdue Notices

Please respond immediately to overdue notices. The purpose of rules and established procedures is to remind you of your duty to yourself and to your fellow students. Failure tp respond to overdue notices and to pay fines or any other uncleared library obligations will result in grades and records being withheld at the end of the trimester, until the account with the library has been settled.

E. Reserve Books

All currently used textbooks and other heavily used books are placed on reserve for Library Use Only. Other materials may be placed on reserve at the request of faculty members.

Reserve books are kept at the circulation desk. After using them, return them to the desk. Books placed on reserve are for LIBRARY USE ONLY. They may not leave the reading room. Only one reserve book may be charged to the same student at a time.

Reserve books may be checked out overnight by signing the blue card provided. They may be checked out at 5:00 PM and must be returned by 1 AM the following morning. Remember there is a 25¢ a day fine on overdue reserve books.
IV. REFERENCE SERVICES.

The library staff is available at all times to help you find information in the library. Do not hesitate to ask for help if you have difficulty locating materials and information.

Books in the reference collection include encyclopedias, dictionaries, catalogs, atlases, handbooks, etc. They are arranged by the Library of Congress System in a separate section located in the northeast corner of the Reading room from the circulating books. Reference books are distinguished by the abbreviation "Ref" above the call number and may be used in the library only. Some of the most useful are:

A. Encyclopedias:

- *Encyclopedia Britannica* (1943), 32 volumes, with annual yearbooks.
- *Columbia Encyclopedia* (1963), 5 volumes.

*Special Subject Encyclopedias:*

**Aviation:**
- *Air Law Review*, (12 volumes)
- *American Heritage History of Flight*
- *Illustrated Aviation Encyclopedia*
- *Jane's All the World's Aircraft*

**Engineering:**

- *Encyclopedia of Engineering Signs and Symbols.*

**History and Social Sciences:**

- *Album of American History*, 5 volumes
- *Encyclopedia of American History*
- *Encyclopedia of the Social Sciences*, 15 volumes
- *Harvard Guide to American History*
- *The Pageant of America*, 15 volumes

**Mythology:**

- *The Encyclopedia of Classical Mythology*
- *Larousse's World Mythology*

**Sciences:**

- *Encyclopedia of Physics*
- *McGraw-Hill Encyclopedia of Science and Technology* (15 volumes)
- *Van Nostrand's Scientific Encyclopedia*
- *Van Nostrand's International Encyclopedia of Chemical Science*

Continued Next Page
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B. Dictionaries.

Webster's New International Dictionary, 2d ed., unabridged
The oldest and most famous American dictionary, the first edition appeared in 1828. The dictionary has no marked specialization and is noted for its clearness of its definitions.

Webster's New Collegiate Dictionary.
This dictionary is based on the International Dictionary but is smaller in size and more convenient to use when complete information is not needed.

Oxford English Dictionary. The most scholarly dictionary of the English language based on historical principles.

Punk & Wagnalls Standard College Dictionary.

Webster's Seventh New Collegiate Dictionary.

Special Dictionaries:

Aeronautics: Aeronautical Dictionary
Aerospace Dictionary
Aerospace Age Dictionary
Dictionary of Technical Terms for Aerospace Use
Elsevier's Dictionary of Aeronautics in Six Languages
Space Age Dictionary

Foreign Languages:

Air Technical Dictionary (German-English)
Cassell's New French-English Dictionary
Cassell's German-English Dictionary
Dictionary of Foreign Phrases and Abbreviations
International Dictionary in 21 Languages
Heath's Standard French-English Dictionary
Russian-English Dictionary of Chemistry and Chemical Terminology

Math & Science:

A New Dictionary of Chemistry
Basic Dictionary of Science
Dictionary of Computer and Control Systems
Dictionary of Electronics Abbreviations, Signs and Symbols
Dictionary of Mechanics, Strength of Materials, and Materials
Dictionary of Metallurgy
Dictionary of Physics
International Dictionary of Physics
Mathematical Dictionary

Music:

Concise Oxford Dictionary of Music
Harvard Brief Dictionary of Music

Continued Next Page
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Miscellaneous:

A Comprehensive Dictionary of Psychological and Psychoanalytical Terms
A Dictionary of Geography
A Dictionary of Social Sciences
Dictionary of Occupational Titles
McGraw-Hill Dictionary of Modern Economics
Webster's Geographical Dictionary

English:

A Guide to the Best of Fiction
Book Review Digest
Dictionary of Fictional Characters
Fiction Catalog
Granger's Index to Poetry
Masterpieces of World Literature, 6 volumes
New Century Dictionary of the English Language
New Cyclopedia of Practical Quotations
Bartlett's Familiar Quotations
Oxford Companion to American Literature
Webster's Dictionary of Synonyms

C. Biographical Dictionaries

American Authors, 1600-1900
American Men of Science, 5 volumes
American Composers Today
Asimov's Biographical Encyclopedia of Science and Technology
British Authors Before 1800
British Authors of the Nineteenth Century
Chamber's Biographical Dictionary
Current Biography
European Composers Today
McGraw-Hill Modern Men of Science
Webster's Biographical Dictionary
Who's Who (British)
Who's Who in America
Who's Who in American Education
Who's Who in World Aviation and Astronautics
Twentieth Century Authors, 2 volumes

D. Handbooks

Chemical Engineer's Handbook
Handbook of Astronautical Engineering
Handbook of Chemistry and Physics
Handbook of Fluid Dynamics
Handbook of Machine Shop and Drafting Room
Materials Handbook
Mechanical Engineer's Handbook
Metals Handbook
Standard Handbook for Electrical Engineers

Continued Next Page
E. Yearbooks and Almanacs.

In addition to the yearbooks to the encyclopedias which give up-to-date information on the current year, we have the following:

- Agriculture Yearbook
- Congressional Directory
- Information Please Almanac
- Metal Measurements Yearbook
- Statesman's Yearbook
- Statistical Abstract of the U.S.

V. PERIODICALS AND INDEXES.

An important source of information on a wide variety of subjects is the library's periodical collection. The library subscribes to 125 periodicals ranging from popular weeklies such as Life and Time to highly technical quarterlies such as the Quarterly of Applied Mathematics. By periodicals, we mean magazines, quarterlies, journals, and other publications which appear in a continuous series. Articles cover a range from current news to specialized subjects.

Current issues are in the Reading Room. Back issues are in the Processing Room awaiting binding into permanent volumes, but you will need the assistance of the library staff to locate the desired information. A limited number of periodicals are available on microfilm. Check with the librarian for this information. The microfilm, a microfilm reader and printer are kept in the room in the southeast corner of the library.

Since periodicals are not listed in the card catalog, it will be necessary to consult printed book indexes. For effective use of periodicals in preparing reports, speeches, or term papers, you must know how to use these indexes. The most familiar is the Readers' Guide to Periodical Literature which indexes general, non-scholarly magazines by subject and author.

Continued Next Page
Suppose you are interested in vertical take-off and landing (VTOL) airplanes. By checking the heading "Airplanes, vertical take-off and landing" in the Readers' Guide, you will note an article "Vertol studies in rotary/fixed wing VTOL" by R. D. Hibben, which appeared in the July 25, 1966 issue of Aviation Week. Check with the library staff for the location of this issue of Aviation Week.

The Readers' Guide and other indexes are on special tables in the northeast corner of the Reading Room and just inside the stack area. If you need help at any time, please ask any member of the library staff for assistance.

Here are some other indexes available in the ERAI library:

1. **Applied Science and Technology Index**
   - A subject index to nearly 200 periodicals in the fields of aeronautics, automation, chemistry, construction, electricity, engineering and similar fields.

2. **Business Periodicals Index**
   - This index is a cumulative subject index in the fields of accounting, labor and management, marketing and purchasing, office management and general business.

3. **Air University Library Index**
   - A subject index to significant articles, news items and editorials appearing in military and aeronautical periodicals not indexed in commercial index services.

4. **Engineering Index**
   - An index to both books and periodicals based on their significance to the engineering profession. This index includes professional and trade journals, publications of engineering societies, scientific and technical associations, universities and research institutions.

5. **Government-Wide Index to Federal Research and Development Reports**

6. **Scientific and Technical Aerospace Reports**, more familiarly known as **STAR**

7. **Monthly Catalog of U. S. Government Publications**

8. **ASCE Publications Abstracts**

9. **Cumulative Book Index (CBI)**, which is located in the Cataloging Room.

**VI. PAMPHLETS, GOVERNMENT DOCUMENTS, ETC.**

Pamphlets, NASA publications, Bell Telephone Monographs, etc. are located just inside the stack area on the first range of shelving. An alphabetical listing by title, cross-indexed by subject heading, is in the last drawer of the card catalog. Please keep in mind this is a temporary measure.

Also, a vertical file containing miscellaneous pamphlets, maps, etc. is kept in the Cataloging Room. Let your needs be known, uncataloged material in this file may be just what you need for the report you're working on.

**VII. BROWSING COLLECTION.**

The Browsing Collection consists of light fiction, mysteries, etc., and some books that may be outdated or in poor condition. This collection is located just inside the stacks. The books are marked "X" books, and must be checked out as any other library book.
I flunked the physical by that much!!!

Did he really flunk his physical??

DAYTONA BEACH (FP)....... Rumors that the "Bataan March" tune would be substituted for the traditional "Pomp and Circumstance" at next year's graduation exercise, were today quelled. The Dean of Ceremony stated in a press conference, "The rumor is pure poppycock". Later he admitted, "While the other march might better reflect the mood of teh ceremony, we have made no plans to change."

WARNING

Right Baby !?!?!
The AVION is a bi-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 5:00 PM. Please mark all items AVION and deposit in the basket in the trailer, the Suggestion Bozes, or ERAI Box 1688.